

GRAIN & FEED JOURNALS CONSOLIDATED

A Merger of Grain Dealers Journal, American Elevator & Grain Trade, Grain World and Price Current-Grain Reporter



100,000-bu. Fireproof Elevator off Rails at Hinton, Okla.
[For description see page 13]

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them. The cost is only \$10 per year.

AMARILLO, TEXAS

Grain Exchange Members

H. C. Adams, broker, grain & field seeds.*
Burrus Panhandle Elevators, public storage-mdsng.*
Great West Mill & Elevator Co., millers, grain dealers.*
Hardeman-King Co., grain seeds, feed mfrs.*
Kearns Grain & Seed Co., grain-field seeds.*
Martin-Lane Grain Co., grain and public storage.
Producers Grain Corp., federal bonded warehouse.
Stone & Colley Grain Co., wholesale grain.

BALTIMORE, MD.

Chamber of Commerce Members

Beer & Co., Inc., E. H., grain, hay, seeds.*

BLOOMINGTON, ILL.

Hasenwinkle-Scholer Co., country run grain.

BUFFALO, N. Y.

Corn Exchange Members

American Elvtr. & Grain Div., recrs., shprs., consmts.*
Cargill, Incorporated, grain merchants.*
Lewis Grain Corporation, consignments.*
McKillen, Inc., J. G., consignments.*
Wood Grain Corp., consignments, brokerage.*

CEDAR RAPIDS, IOWA

Davenport Elevator Co., corn, oats, soy beans.*
Federal-North Iowa Grain Co., country run grain.*
Wildier Grain Co., grain merchants.*

CHICAGO, ILL.

Board of Trade Members

Bennett & Co., Jas. E., grain, provisions, stocks.*
Continental Grain Co., grain merchants.*
Holt & Co., Lowell, commission, grain and seeds.*
Lamson Bros. & Co., grain, stocks, provisions.*
Norris Grain Co., grain merchants.*
Quaker Oats Co., grain merchants.*
Uhlmann Grain Co., grain merchants.*

CLEVELAND, OHIO

The Bailey Cain Co., shpr. grain, mill'd, protein feeds.*
The Cleveland Grain Co., home office.*

COLUMBUS, OHIO

Cummings & McAlister, brokers grain, feed, oil.*
Dill Grain Co., L. J., mchts.-brokers, grain, beans, feeds.*

CINCINNATI, OHIO

The Early & Daniel Co., grain and feed service.*

DALLAS, TEXAS

Crouch Grain Co., J. C., buyers wheat, corn, oats.*

DECATUR, ILL.

Baldwin Elevator Co., grain merchants.*
Evans Elevator Co., grain, Chicago B. of T. Members.*

DENVER, COLO.

Grain Exchange Members

Fred M. Smith Grain Co., consignments.
Woodcamp, Inc., grain, feeds, consignments.

DODGE CITY, KANS.

Dodge City Term. Elvtr. Co., bonded storage-mchdrs.*

*Members Grain & Feed Dealers National Assn.

DES MOINES, IOWA

Des Moines Elevator Co., wheat, corn, oats.*

ENID, OKLA.

Board of Trade Members

Continental Grain Co., operating 2,000,000 bu. elvtr.
Enid Elevator Corp., operating Enid Terminal Elevator.*
Feuquay Grain Co., optrs., country elvtrs., gr. mdsg.*
General Grain Co., term. elvtr., gr. merchants.
E. R. Humphrey Grain Co., grain merchants.*
Johnston Grain Co., W. B., wheat, coarse gr., fld. seeds.*
The Salina Terminal Elev. Co., milling wheat.

FARWELL, TEXAS

Henderson Grain & Seed Co., field seed & grain.

FORT DODGE, IOWA

Christensen Grain Co., grain brokers.*

FORT WORTH, TEXAS

Grain and Cotton Exchange Members

Paul Allison, brkg., consgmts., grain, seed, ingredients.
Brackett Grain Co., brokerage, consignments.*
Carter Grain Co., C. M., brokerage and consignments.*
The Ft. Worth Elvrs. & Whsg. Co., public storage.*
Lone Star Elevators, public storage-merchandising.
Producers Grain Corp., federal bonded warehouse.
Transit Gr. & Comm. Co., gm., ada., minerals, Conc'ts.*
Uhlmann Elevators Co. of Texas, mdsg., public storage.

HUTCHINSON, KAN.

Farmers Co-Operative Comm. Co., grain storage.
The Midwest Grain Co., grain merchants, country eles.
The Salina Terminal Elev. Co., milling wheat.

INDIANAPOLIS, IND.

Board of Trade Members

Cleveland Grain Co., grain commission.*

KANSAS CITY, MO.

Board of Trade Members

Davis-Noland-Merrill Grain Co., grain mchts.*
The Kansas Elevator Co., mlg. wheat, corn, oats, barley.*
Meservey O'Sullivan Grain Co., gr. mchts., consgmts.*
Mid-Continent Grain Co., wheat, kafir, barley, etc.
The Salina Terminal Elev. Co., milling wheat.
Simonds-Shields-Theis Grain Co., grain merchants.*
Uhlmann Grain Co., grain merchants.*

LOUISVILLE, KY.

Board of Trade Members

Gold Proof Elevator, receivers and shippers.

MEMPHIS, TENN.

Merchants Exchange Members

Buxton, E. E., broker and commission merchant.*

MILWAUKEE, WIS.

Grain & Stock Exchange Members

Stratton Grain Co., grain merchants.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members

Bunge Elevator Corp., grain merchants.*
Cargill, Incorporated, milling wheat.*
Scroggins Grain Co., grain merchants.*

OMAHA, NEBR.

Grain Exchange Members

United Grain Co., Buyers Agents.*

PEORIA, ILL.

Board of Trade Members

Bowen Grain Co., H. D., grain commission.*
Cole Grain Co., Geo. W., receivers and shippers.
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.

PITTSBURGH, PA.

Member Grain and Hay Exchange

Rogers & Co., Geo. E., receivers, shippers.*

PONTIAC, ILL.

Balbach, Paul A., grain buyers, all markets.

PORTLAND, ORE.

Kerr Gifford & Co., Inc., grain merchants.

ST. JOSEPH, MO.

Grain Exchange Members

Dannen Grain & Mfg. Co., grain mchts.-consignments.*
Salina Terminal Elvtr. Co., K. B. Clark, Mgr.
Stratton Grain Co., grain merchants.*

ST. LOUIS, MO.

Merchants Exchange Members

Anheuser-Busch, Inc., feed grains.*
Fuller-Woodbridge Com. Co., gr. & millets, all kinds.*
Dan Mullally Grain Co., everything in grain.*
Nelson Commission Co., grain commission.*
Service Grain Co., grain commission merchants.*
Terminal Grain Co., grain, soybeans, consignments.*

SALINA, KANS.

Eberhardt-Simpson Grain Co., general mchts.*
The Smoot Grain Co., milling wheat.

SIDNEY, OHIO

Wells Co., The J. E., wholesale grain.*

SIOUX CITY, IOWA

Grain Exchange Members

Flanley Grain Co., grain merchants.*

TOLEDO, OHIO

Board of Trade Members

Rice Grain Co., "Oats Specialists."*

WELLINGTON, KANS.

Welcott & Lincoln, Inc., opers. Wellington Term. Elvtr.

WICHITA, KANS.

Board of Trade Members

Craig Grain Co., wholesale grain & seeds.
Wichita Terminal Elvtr. Co., gen'l elvtr. business.*

WINCHESTER, IND.

Goodrich Bros. Co., wholesale grain and seeds.*

RECEIVERS, SHIPPERS AND BROKERS

E. H. BEER & CO., INC.

Successors to

Chas. England & Co., Inc.

GRAIN—HAY—SEEDS

Commission Merchants

108-310 Chamber of Commerce, Baltimore

FRED M. SMITH GRAIN CO.

Denver, Colo.

Originators and merchandisers of milling
wheat and coarse grains.
200,000 bushels public storage.

Consignments Solicited.

Nanson Commission Co.

Grain—Hay—Seeds

202 Merchants Exchange Bldg.

ST. LOUIS, MO.

DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain & Feed Journals Consolidated. It reaches them twice each month.

Chamber of Commerce
Members**MINNEAPOLIS**Chamber of Commerce
Members**Car Load
Grain Tables**

Eighth edition of Clark's Car Load Grain Tables, extended to show bushels in largest carloads, shows the following range of reductions of pounds to bushels by fifty pound breaks.

20,000	to 129,950 lbs.	to bushels of 32 lbs.
20,000	" 74,950 "	" " 34 "
20,000	" 118,950 "	" " 48 "
20,000	" 140,950 "	" " 56 "
20,000	" 140,950 "	" " 60 "

Pounds in red ink; bushels in black, 48 pages of linen ledger paper reinforced with linen, bound in keratol with marginal Index. Shipping Weight, 12 ozs.

Price \$2.50 plus postage

Grain & Feed Journals
Consolidated

327 So. La Salle St., Chicago, Ill.

Say you saw it in the

JournalWhen you write our advertisers
Thanks

SATISFACTORY SERVICE IN EVERY BRANCH of the GRAIN BUSINESS

CARGILL

INCORPORATED

Minneapolis and All Principal Terminal Markets

Personal Attention Plus Experienced Supervision Given Every
Consignment.**WHEAT**

AND ALL OTHER GRAINS

*Any Grade—Any Quantity—Any Time***BUNGE ELEVATOR CORPORATION**
MINNEAPOLIS, MINN.Board of Trade
Members**KANSAS CITY**Board of Trade
Members**SIMONDS-SHIELDS-THEIS GRAIN CO.**
GRAIN MERCHANTS

ELEVATOR CAPACITY, 4,000,000 BUSHELS

Frank A. Theis, President

F. J. FitzPatrick, Vice President

F. L. Rosenbury, Secy-Treas.

CIPHER CODES

We carry the following cipher codes in stock:

Universal Grain Code, board cover	\$1.00
Robinsons Cipher Code, leather	2.50
Dowling's Grain Code	3.00
Miller's Code (1936), cloth	2.00
Cress Telegraphic Cipher (10th edition)	4.00
Peerless Export Grain Code	85.00
A. B. C. Code, 5th Ed., with sup.	20.00
Baltimore, Export Cable Code	15.00
Bentley's Complete Phrase Code	10.00

All prices are f. o. b. Chicago

GRAIN & FEED JOURNALS
Consolidated

327 S. La Salle St. Chicago, Ill.

DAVIS-NOLAND-MERRILL GRAIN CO.

Board of Trade

Kansas City, Mo.

Operating

SANTA FE ELEVATOR "A"

10,200,000 BUSHELS

Modern Fireproof Storage



Ask for our bids on Wheat, Corn, Oats, Rye and Barley for shipment to Kansas City and the Gulf—Special Bin Storage
Furnished at Regular Storage Rates.

Board of Trade
Members**PEORIA**Board of Trade
Members**J. Youngs Grain
Company**

RECEIVERS AND SHIPPERS

28 BOARD OF TRADE PEORIA, ILLINOIS

LUKE Grain
Co., Inc.Solicits Your Peoria Business
Consign Your Corn to Us
PEORIA, ILLINOIS

RECEIVERS GRAIN SHIPPERS

• W. W. **DEWEY** & SONS •
CONSIGN TO DEWEY
PEORIA

Corn Exchange
Members**BUFFALO**Corn Exchange
Members**Wood Grain Corp.**
CONSIGNMENTS—BROKERAGE
BUFFALO, N. Y.**J. G. McKILLEN, INC.**
RECEIVERS
Consignments a Specialty
BUFFALO NEW YORK**Lewis Grain Corp.**
A good firm to consign to
Corn—Oats—Soft Wheat—Barley
BUFFALO NEW YORK**American Elevator & Grain Division**

Russell Miller Milling Company

RECEIVERS, SHIPPERS AND ELEVATOR OPERATORS

CONSIGNMENTS SOLICITED

Our System of Terminal Elevators, enables us to give prompt service and reliable quality on coarse grains, durums and protein milling wheats.

When writing advertisers mention Grain & Feed Journals Consolidated. By so doing you help both yourself and the publication.

Board of Trade
Members**CHICAGO**Board of Trade
Members**LAMSON BROS. & CO.**

2200 Board of Trade

Established 1874

Chicago, Ill.

*"67 years of continuous service in the grain trade."*GRAIN — BEANS
STOCKS — BONDS
COTTON — BUTTER
EGGS — PROVISIONS**JAMES E. BENNETT & CO.**

ESTABLISHED 1880

141 West Jackson Blvd., CHICAGO, ILL.

ASK FOR BIDSWheat — Corn — Barley
Rye — Oats — Soy Beans

CONSIGNMENTS AND FUTURES ORDERS SOLICITED IN ALL PRINCIPAL MARKETS

KANSAS CITY
Board of TradeST. LOUIS
Merchants ExchangePEORIA
Board of TradeCAIRO
Board of TradeINDIANAPOLIS
Board of TradeMINNEAPOLIS
Chamber of Commerce**CONTINENTAL GRAIN COMPANY**

141 W. JACKSON BLVD., CHICAGO

PRODUCE EXCHANGE, NEW YORK

RECEIVERS — SHIPPERS — EXPORTERS

MEMBERS OF ALL LEADING COMMODITY EXCHANGES

TERMINAL ELEVATORS

CHICAGO • ST. LOUIS • PEORIA • KANSAS CITY • OMAHA

**Hedging by Dealing
in Grain Futures**

By G. Wright Hoffman, Ph.D.

A subject of much interest to all handlers of grain; not a fragmentary discussion but a presentation of the subject in a comprehensive and scientific manner.

This book, bound in cloth, 141 pages, includes, besides an extensive bibliography, chapters on: The Development of Futures Trading and the Practice of Hedging; The Theory of Hedging; Limitations Affecting Hedging; The Extent of Hedging; Extension of the Principle of Hedging.

This is a valuable book and will be worth to you many times its cost.

Price \$2.00 f. o. b. Chicago

GRAIN & FEED JOURNALS

Consolidated

327 S. La Salle St.

Chicago, Ill.

**HERE'S YOUR MARKET
FOR HIGH QUALITY GRAINS!****The Quaker Oats Company**

GRAIN DEPT., CHICAGO, ILLINOIS

Continuous Buyers of Oats, Wheat, Corn, Barley**To BUY or SELL****RENT or LEASE
an ELEVATOR**

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN & FEED JOURNALS, of Chicago. It will bring you quick returns.

PROTECT YOUR GRAIN

with the

ZELNY Thermometer System

Estimates cheerfully given.

Write us for catalog No. 6

Zelny Thermometer Co.

9 SOUTH CLINTON ST.

CHICAGO, ILL.

**I'LL SAY IT'S
HANDY PROTECTION
AGAINST
GRAIN DUST!**

DUPOR No. 1 is worn over nose only. Doesn't interfere with eating or talking. For best protection keep mouth closed and breathe through nose as nature intended. Easy to wear as pair of glasses. Weighs only 1 ounce.

Sample sent postpaid for \$1.00

H. S. COVER

74 Chippewa St. South Bend, Ind.



BUY WAR BONDS AND STAMPS



Invest Regularly

DO YOUR SHARE TO PRESERVE
THE AMERICAN WAY OF LIFE

Make Every Pay Day "Bond Day"

We are proud that our employees have
subscribed 100% under the Payroll Savings
Plan for the purchase of War Bonds.

Screw Conveyor Corporation

702 HOFFMAN ST.

HAMMOND, IND.

SCREW CONVEYORS



ELEVATOR BUCKETS

TRADE MARK REG.

PRODUCTS

U.S. PAT. OFFICE

Grain Receiving Books

Grain Receiving Register for recording loads of grain received from farmers. It contains 200 pages of ledger paper $8\frac{1}{2} \times 13\frac{1}{2}$ inches, capacity for 8,200 loads. Some enter loads as received, others assign a page to each farmer, while others assign sections to different grains. Bound in strong board covers, canvas back. Headings of columns are: "Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, Remarks." Weight, $2\frac{1}{4}$ lbs. Order Form 12AA. Price \$2.75, plus postage.

Wagon Loads Received has columns headed: "Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars and Cents, Remarks." Contains 200 pages of ledger paper size $9\frac{1}{4} \times 12$ inches, providing spaces for 4,000 loads. Bound in heavy boards with strong cloth covers and keratol corners and back. Weight, 2 lbs. Order Form 380. Price, \$2.75, plus postage.

Receiving and Stock Book is arranged to keep each kind of grain in separate column so each day's receipts may be easily totaled. It contains 200 pages linen ledger paper size $9\frac{1}{4} \times 12$ inches, ruled for records of 4,000 loads. Well bound in black cloth and keratol back and corners. Shipping weight, $2\frac{1}{4}$ lbs. Order Form 321. Price \$2.75, plus postage.

Grain Receiving Ledger has 200 pages linen ledger paper and 28-page index, $8\frac{1}{2} \times 13\frac{1}{2}$ inches, numbered and ruled for 44 entries. Well bound in pebble cloth with keratol back and corners. Weight, 3 lbs. Order Form 43. Price, \$3.35, plus postage.

Grain Scale Book is designed to assign separate pages to each farmer and their names can be indexed so their accounts can be quickly located. It contains 252 numbered pages and 28-page index, of high grade linen ledger paper $10\frac{1}{4} \times 15\frac{1}{2}$ inches. Each page will accommodate 41 wagonloads. Well bound with heavy board covers with cloth sides and keratol back and corners. Weight, $4\frac{1}{4}$ lbs. Order Form 23. Price \$4.50, plus postage.

Grain & Feed Journals

CONSOLIDATED

327 South La Salle St., Chicago, Ill.



'golden cut'

for small mills

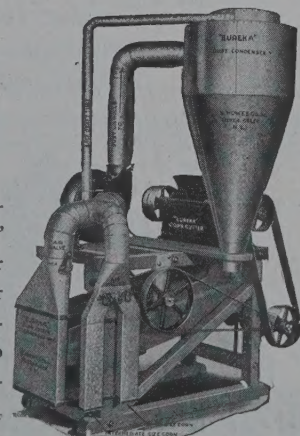
Nu-method

'All-in-One' System

more coarse corn

less by-product

America's Best Corn—
'golden cut,' in 3 'Super'
grades, made in greater
quantity and at smaller
cost than other equip-
ment can produce, so
guaranteed. Most mod-
ern, bestbuilt, simplest,
safest full-service 'Sys-
tem' for smaller mills.



Ask for Catalog J167

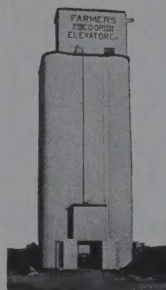
S. HOWES CO., INC., Silver Creek, N. Y.

GRAIN ELEVATOR BUILDERS

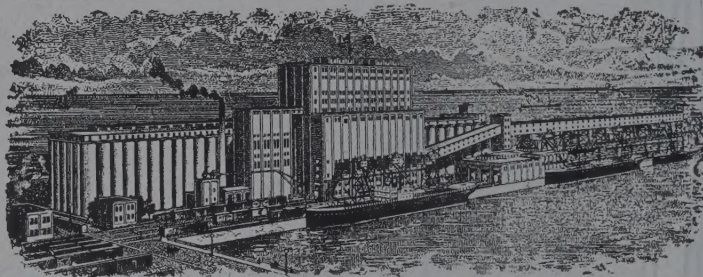
HORNER & WYATT*Engineers*Designers of Grain Elevators,
Flour Mills and Feed Mills

Consulting engineers to the milling and grain trade

470 BOARD OF TRADE KANSAS CITY, MO.

**CHALMERS & BORTON**Contractors
and
Engineers

HUTCHINSON, KANSAS

Capacity
5,000,000
BushelsEquipped with
Four Stewart
Link-Belt
Grain Car
Unloaders

PENNSYLVANIA RAILROAD ELEVATOR AT BALTIMORE

JAMES STEWART CORPORATION

ENGINEERS AND CONTRACTORS

FISHER BUILDING—343 S. DEARBORN ST., CHICAGO, ILLINOIS

Jones - Hettelsater Construction Co.

Mutual Building — — Kansas City, Mo.

Designers and Builders

Grain Elevators

Feed and Flour Mills

Malting Plants

MILLER MALTING COMPANY

LOS ANGELES, CALIF.

Complete Malt Plant Including
Elevator—Kiln House—Germinating Compartments
Designed and constructed by us.**Santa Fe Elevator "A"**

Kansas City, Kans.

Capacity
10,500,000 Bushels**JOHN S. METCALF CO.***Grain Elevator Engineers and Constructors*

111 W. Jackson Blvd.

460 St. Helen St., Montreal

837 W. Hastings St., Vancouver, B. C.

12-15 Dartmouth Street, London, England

GRAIN ELEVATOR BUILDERS

HOGENSON

Construction Co.
Designers and Builders
Elevators, Feed Mills, Warehouses
REMODELING
Corn Exchange Bldg. MINNEAPOLIS, MINN

EIKENBERRY CONST. CO.

CONTRACTORS—ENGINEERS
GRAIN ELEVATORS—FEED MILLS
SEED CORN DRYING PLANTS
P. O. Box 146 Bloomington, Ill.

J. H. FISCH CO.

Elevator Builders and Movers
Barnesville, Minnesota

You Can Sell Your Elevator

by advertising directly
to people who want
to buy, by using a
Grain & Feed Journals
For Sale Ad

CONCRETE

CONSTRUCTION OF
Grain Elevators—Feed Mills—
Flour Mills—Coal Pockets
RYAN CONSTRUCTION CO.
2606 Taylor Street Omaha, Neb.

Ibberson Efficiency

Saves Money
Builders of: Grain Elevators
Feed Mills
Seed Plants
Coal Plants

Repairing and Remodeling
T. E. IBBERSON CO.
Minneapolis Minnesota

INCREASED CAPACITIES---

A complete stock of buckets, leg
belts, head pulleys, motors and
head drives enables us to quote
you promptly and exactly on the
proper equipment to increase the
elevating capacity of your ele-
vator legs to any speed you may
desire, yet keep power costs low.

Write us about your needs.
No obligation, of course.

WHITE STAR COMPANY
WICHITA, KANSAS

E. C. FURRER

Consulting Engineer
Design - Supervision - Reports
Grain Elevators - Mills - Buildings
4107 N. Osceola Ave., Chicago, Ill.

POLK SYSTEM CONCRETE STORAGE

POLK-GENUNG-POLK CO.
Fort Branch, Indiana
Designers — Contractors

A. F. ROBERTS

CONSTRUCTION CO.

Designers and Builders of
Any Type Grain Elevators

SABETHA, KANSAS

Tecumseh, Neb.—Your Journal is full of
interesting material to read, and also con-
tains valuable information relative to the
manufacture of feeds.—C. W. Gieser, prop.
Tecumseh Rendering Plant.

WHAT DO YOU NEED

to modernize your plant so it will minimize your
labor and increase your profits? Is it here?

Account Books	Hammer Mill
Attrition Mill	Head Drive
Bag Closing Machine	Leg Backstop
Bags and Burlap	Lightning Rods
Bearings { Ball	Loading Spout
{ Roller	Magnetic Separator
Belting	Manlift
Bin Thermometer	Moisture Tester
Bin Valves	Motor Control
Bleachers and Purifiers	Mustard Seed Separator
Boots	Oat Clipper
Buckets	Oat Huller
Car Liners	Plans of Grain Elevators
Car Loader	Portable Elevator
Car { Puller	Power { Oil Engine
{ Pusher	{ Motors
Car Seals	Power Shovel
Cipher Codes	Railroad Claim Books
Claim (R.R.) Collection	Rope Drive
Clover Huller	Safety Steel Sash
Coal Conveyor	Sample Envelopes
Concrete Restoration	Scales { Truck
Corn Cracker	{ Hopper
Conveying Machinery	{ Automatic
Distributor	Scale Tickets
Dockage Tester	Scarifying Machine
Dump	Screw Conveyor
Dust Collector	Seed Treating { Machine
Dust Protector	{ Chemicals
Elevator Leg	Separator
Elevator Paint	Sheller
Feed Formulas	Siding-Roofing { Asbestos
Feed Ingredients	{ Steel or Zinc
Feed Mixer { Dry	Silent Chain Drive
{ Molasses	Speed Reduction Units
Feed Mill	Spouting
Fire Barrels	Storage Tanks
Fire Extinguishers	Testing Apparatus
Foundation Restoration	Transmission Machinery
Grain Cleaner	Waterproofing (Cement)
Grain Dryer	Weevil Exterminator
Grain Tables	Wheat Washer

Draw a line through the supplies wanted, and write us regard-
ing your contemplated improvements or changes. We will
place you in communication with reputable firms specializing
in what you need, to the end that you will receive information
regarding the latest and best.

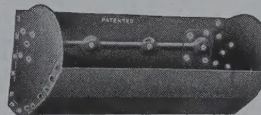
INFORMATION BUREAU

Grain & Feed Journals, 327 So. La Salle St., Chicago

WANTED MORE CAPACITY

So They Installed

SUPERIOR "CC" ELEVATOR CUPS



The most efficient per-
forming cup that will OUT-
LAST and OUT-CARRY any
elevator cup made.

ALL SUPERIOR cups are
formed and electrically spot
welded which gives added strength. Not edge welded.

SUPERIOR cups are also available in "DP" and "V" types
improved in design and construction.

Write for names of distributors and further details.

K. I. WILLIS CORPORATION, MOLINE, ILLINOIS

Record of Cars Shipped

This double page form is designed especially for
country shippers in keeping a complete record of
each car of grain shipped from any station or to any
firm. On each double page are the following column
headings: Date Sold, Date Shipped, Car No., Initials,
To Whom Sold, Destination, Grain, Grade Sold,
Their Inspection, Discount, Amount Freight, Our
Weight, Bushels, Destination Bushels, Over, Short,
Price, Amount, Freight, Other Charges, Remarks.

The book is 9 1/4 x 12 inches, and contains 160 pages of
ledger paper, 29 lines to each page, and has spaces for record-
ing the foregoing facts regarding 2320 carloads. It is well
bound in strong boards with karotol back and corners.

Order Form 385. Price, \$2.50.

GRAIN & FEED JOURNALS

Consolidated

327 So. La Salle St.

Chicago, Ill.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE

FOR SALE—Grain elevator building, with machinery, mercantile and sales pavilion building. Farmers National Bank, Estelline, South Dakota.

FOR SALE—Elevator building 10M bu. cap'y, cribbed construction, metal clad, materials good condition, no machinery. \$3,000.00. I. W. Syler, Plymouth, Ind.

FOR SALE OR LEASE—Grain elevator, coal and feed business. Two acres land, and other large buildings. Fine location for any large business. Write Mrs. Lillian Gross Hallerman (Ex-ecutrix), Carlyle, Ill.

FOR SALE OR LEASE—10,000 bu. bin and 8,000 bu. crib capacity grain elevator in the heart of the Michigan wheat and corn country with railroad siding—28c rate. Inquire Karner Brothers, Dundee, Michigan.

FOR SALE—Three established elevators, owing death of president, will be sold at great sacrifice, one elevator will be used for government storage. Not much cash needed. Charles L. Putschell, Union City, Ind.

NORTHERN ILLINOIS Elevator, 25,000 bu. capacity with feed grinding and mixing equipment; large storage capacity; town of 100,000 on C&NW siding; with reciprocal switching. Address 89N1, Grain & Feed Journals, Chicago, Ill.

CENTRAL INDIANA Country Elevator, 12,000 bushel capacity; A-1 condition, located in good farming community; priced right; good house near elevator. Albert L. Steinmeier, Route 13, Box 325, Indianapolis, Indiana, Phone Broadway 4107.

COLORADO elevator for sale, iron clad 28 thousand capacity. Warehouse and office combined, full basement. Coal sheds. Sell at bargain to close estate. Property rented. If interested write Alice V. Highland, Akron, Colorado.

WE WISH TO RETIRE from the grain business and are offering our five elevators for sale. Three located on New York Central. One located C. & E. I., one on the Chicago, Milwaukee, St. P. & P. All located in good Illinois territory, and in good repair. Address Smith & Hobart, Box 51, Momence, Ill.

BUSINESS OPPORTUNITY WANTED

ASS'T MANAGER, feed-grain, 20 yrs.' experience; capital investment possible. Address 89N10, Grain & Feed Journals, Chicago, Ill.

BAGS FOR SALE

FOR SALE—A quantity of sound recleaned 16-oz. Seamless Cotton Grain bags, darned and patched where needed at \$20.00 CWT. F.O.B. Olney, Illinois. Schultz Seed Co. Inc., Olney, Ill.

SITUATION WANTED

WANT POSITION as elevator manager, 30 years' experience, grain and feed, can handle books; references. Write 89N5, Grain & Feed Journals, Chicago, Ill.

FEED MILL & ELEVATOR WANTED

WANTED FEED MILL and grain elevator with ample storage capacity and facilities or potential facilities for manufacturing of feed mixtures. Eastern location preferred. Address 89N2, Grain & Feed Journals, Chicago, Ill.

Daily MARKET RECORD

A boon to the grain dealer who keeps a convenient, permanent record of daily market quotations for ready reference.

This book provides spaces for recording hourly quotations on Wheat, Corn, Oats, Rye, and Barley. Spaces for a week's markets on a sheet; sixty sheets in a book. Order Form CND 97-5, Price \$1, plus postage. Shipping Weight, 1 pound.

Grain & Feed Journals Consolidated

327 S. La Salle St., Chicago, Ill.

BUSINESS OPPORTUNITY

FOR SALE—Former feed mill, Allegany, N. Y. Excellent bin and floor storage. Bargain for cash. Acme Milling Company, Olean, N. Y.

N. E. IOWA—Going feed and milling business for sale; must sell—called to service. Address 89N11, Grain & Feed Journals, Chicago, Ill.

MOTORS—GENERATORS

ELECTRICAL MACHINERY

Large stock of motors and generators, A.C. and D.C., new and rebuilt, at attractive prices. Special bargains in hammermill motors, 25 to 100 H.P., 1200 to 3600 R.P.M. Write for stock list and prices. Expert repair service. V. M. NUSSBAUM & CO., Fort Wayne, Indiana.

MOTOR-PUMPS: Guaranteed rebuilt electric motors, pumps, etc. Largest stock in Illinois, outside of Chicago. Will take your equipment in trade; also offer emergency motor repair and rewinding service. Distributors for Wagner and Peerless motors, specially adapted for farm and grain elevator application. We offer free engineering advice on your problems. Write us without obligation. New illustrated bulletin No. 23, just off the press, will be mailed on request. Rockford Power Machinery Co., 6th Ave. and 6th St., Rockford, Ill.

Grain Contracts with Farmers

Form 10 D. C. is recognized as the best for contracting grain and seed from farmers, and is in extensive use by grain dealers. Do not take chances with verbal contracts. They lead to misunderstandings, differences and disputes, as well as loss of profits and customers. Contract certifies that farmer:

"has sold.....bushels of.....at..... cents per bushel, to grade No....., to be delivered at.....on or before....." It also certifies that, "if inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted. Any extension of time at buyer's option."

Originals are printed on bond paper, machine perforated so they may be easily removed; duplicates are of manila. All have spaces ruled on the back for recording each load delivered on the contract. Check bound, size 5½x8½ inches, 100 sets numbered in duplicate and supplied with 4 sheets of carbon paper. Order Form 10 DC Improved. Price \$1.10, f. o. b. Chicago. Wt. 1 lb.

Triplating book is same as 10 DC and contains 100 additional copies of the contract printed on strong tissue and 4 sheets of dual faced carbon. Order Form 10 TC. Price \$1.35, f. o. b. Chicago. Weight, 21 ozs.

Grain & Feed Journals

Consolidated

327 S. La Salle St. Chicago, Ill.

A Trial Order

GRAIN & FEED JOURNALS CONSOLIDATED

327 So. La Salle St., Chicago, Ill.

A MERGER OF
GRAIN DEALERS JOURNAL
AMERICAN ELEVATOR & GRAIN TRADE
THE GRAIN WORLD
PRICE CURRENT-GRAIN REPORTER

Gentlemen:—I wish to try the semi-monthly *Grain & Feed Journals Consolidated* to learn if I can get any helpful suggestions from the opinions, practices and experiences of other grain dealers. Enclosed please find Two Dollars for one year.

Name of Firm.....

Capacity of Elevator..... Post Office.....

..... bus. State.....

MACHINES FOR SALE

FEED MIXER for sale, has motor, and a late machine. Need space. Will sacrifice. Write 88B12, Grain & Feed Journals, Chicago, Ill.

FOR SALE—16" Sprout-Waldron belt driven attrition mill; excellent condition. W. Woolston, 2225 W. Hamburg St., Baltimore, Md.

FOR SALE—One 20 H.P. motor with starter, switch; One Boss airblast car-loader warehouse type; belt drive. 501 East Fulton Street, Lancaster, Pa.

FOR SALE—Robinson Attrition Mill, 26" heads. Two 30 h.p. Wagner motors, 220 volt, in excellent condition. Make offer. Musselman Bros., New Holland, Pa.

FOR SALE—One 00 Sidney combination cleaner and sheller used two years. Good as new. Priced right for quick sale. Tocsin Lumber & Grain Co., Tocsin, Ind.

FOR SALE—One No. 224 Fox Hay cutter, mounted on truck chassis, powered by Chevrolet motor belt drive, 14' elevator, winch, re-cutting attachments including screens. This equipment good as new. The Sidney Grain Machinery Co., Sidney, Ohio.

"HESS" No. 3 Grain-Bean Drier, "Monitor" Cleaner No. 6, "Huntley" Mfg. Richardson Automatic Scale, 4 bushel, "Eureka" Grain-Bean Washer—Whizzer. All used and in good condition. Various elevator equipment. Bargain prices. Isbell-Brown Company, Lansing, Mich.

FOR SALE—One No. 35 Fairbanks-Morse Hammermill in good running order; one 50 h.p. 3-phase, 220-volt, 60 cycle Westinghouse, oil starter, including fuses and box. Also one good used Anglo-American molasses mixer. One hopper bin scale, like new. One Howell self-contained No. 10 cereal mill with Lepage cut for cracking corn. One one-ton Davis Horizontal batch mixer; one-half ton Davis Horizontal batch mixer; one 15 h.p. electric motor and starter; one Jay Bee No. 3 Hammermill, v-belted to 65 h.p. Continental 6-cylinder engine. Wenger Molasses Mixer Co., Sabatha, Kansas.

NEW AND USED EQUIPMENT FOR IMMEDIATE SHIPMENT

Subject to prior sale

NEW—2 No. 1 Type W Swing Hammer Feed Grinders, belt-drive, or motor-drive—capacity; screenings 400 to 600 lbs. per hour; shelled corn 1000 lbs. per hour.

USED—30-12 GRUENDLER all steel ball bearing Feed Grinder, with or without fan, 25 to 30-HP.

USED—50-16 GRUENDLER "SUPREME" steel plate, ball bearing Feed Grinder for 50 to 75-HP. Slow speed 1800-RPM.

USED—No. 3 GRUENDLER Whirl Beater for 40 to 50-HP.

USED—Type A ZENITH GRUENDLER Feed Grinder for 30-HP.

USED—SCHUTTE Type F, Model L, Feed Grinder for 50 to 60-HP.

USED—WILLIAMS Model A Miller's Special Screenings and Bran Grinder, belt-drive or motor-drive, 600 to 700 lbs. per hour capacity.

USED—No. 3 GRUENDLER Drop Cage Feed Grinder for 40 to 60-HP.

USED—SPROUT, WALDRON 20" ball bearing, belt driven Attrition Mill.

USED—Type K-33 MUNSON, single motor driven Attrition Mill, direct connected to 15-HP, 3 phase, 60 cycle, 220 volt motor.

USED—GRUENDLER 2-S-16 Combination Hay and Grain Grinder with feed table for 50 to 75-HP.

USED—GRUENDLER 18"x30" 150 lbs. capacity Batch Mixer with 3-HP., 3 phase, 60 cycle, 220 volt motor.

USED—No. 3 GRUENDLER Whirl Beater Feed Grinder with 50-HP. motor.

USED—PAPEC Grinder with 50-HP. motor.

USED—No. 4 GRUENDLER 1500 lbs. per hour Batch Mixer, belt driven.

USED—GRUENDLER all stainless steel Food Grinder with 2-HP. motor.

ONE—(1) 150-HP. Fairbanks-Morse 3 phase, 60 cycle, 440 volt, 1800-RPM., slip ring motor with starter.

State fully your requirements.

GRUENDLER CRUSHER & PULVERIZER CO.
2915-17 North Market Street, St. Louis, Missouri.

MACHINES FOR SALE

CORN CUTTER & Grader—has motor—used very little. 88B9, Grain & Feed Jnl's., Chicago.

FEED MIXER—one-ton—floor level feed—has motor good as new. Write 88B10, Grain & Feed Journals, Chicago, Ill.

FOR SALE

One 2S-16 Gruendler, 50-hp. motor; one Miracle Ace direct connected to 60 hp.; one double head 30" Robinson Attrition mill, direct connected to two 30 hp. motors; one Monarch friction clutch flour packer; two No. 3 Barnard & Leas plan-sifters; one Barnard & Leas heavy duty friction clutch bran packer; one Munson one ton horizontal mixer, complete with motor. D. E. Hughes Co., Hopkins, Mich.

FOR SALE—Rebuilt Mill Equipment—complete grinding unit consisting of a 31.5 H.P. Continental 4 cyl. engine and No. 91A Stover hammermill, complete with V-drive, collector and screens. Also No. 2U, No. 2AT, No. 2UX and No. 3U Jay Bee hammermills; 450 bu. S. Howes Rec. Sep.; 75 H.P. Medart Clutch, like new; chain drag corn shellers; vertical and horizontal mixers, roll stands and many other items at attractive prices. Carthage Foundry & Machine Co., Carthage, Mo.

FOR SALE

1—Gruendler hammermill—No. 3.
2—Peerless batch mixers, 800 lbs. each.
6 and 9" conveyors—heads and parts.
9—Elevators—7 with 9x5 cups and 2 with 7x5 cups.
1—Horizontal ton batch mixer.
1—Williams hammermill and separate ball bearing fan.
No. 946 Eureka receiving separator, like new, with dust collector.
6—Cyclone dust collectors.
One-half bushel Richardson automatic scale like new.
F. W. Mann, P. O. Box 67, East St. Louis, Ill.

SURPLUS MACHINERY

Hundreds of tons of Roller Bearings, Hangers, Shafting, Steel, Cast Iron, Wood, V, and Motor Pulleys, Flour, Feed, Grain, Bean, Seed Cleaning, Grinding, Mixing Machinery. Hammermills, Attrition Mills.

REAL ESTATE FOR SALE—Grain, Bean, Seed Elevator-Coal Business. 350 bbl. Mich. Water Power Mill.

DIESEL POWER COUNTRY RETAIL FLOUR-FEED MILL BUSINESS. ELECTRIC FLOUR AND FEED MILL.
COUNTRY 10,000 BUSHEL wood storage building—for sale on C.K.S. Ry.

BURTON REBUILT one ton horizontal mixer.
GRUENDLER NO. 3 WHIRLBEATER HAMMERMILL with 60 H.P. motor and starter.
ELECTRIC MOTORS & STARTERS. New and rebuilt.

BAUER ATTRITION MILLS—electric double runner. Two 36", two 24", four 18", with electric starters. Double and single runner belted attritions.
One NEW SIZE 3 "EUREKA" standardized four screen two air grain cleaner, to be equipped with full set of sieves for wheat.

LINK-BELT 26x24 two roll coal crusher.
Two 40"x24" Portable Belt Conveyors.
Two steam boilers—150 H.P. Wickes.
64 H.P. WICKES HRT—15 H.P. LEFFELL Scotch Marine, with oil burner.

STEAM PLANT. 3-400 H.P. (1200 H.P.) complete with 125' smokestack.
3-COMBUSTIONEER 300 h.p. stokers.
STEAM ENGINES and STEAM TURBINES.
ALLIS ROLLS. 3 double stands 10x36.
LEPAGE CUT COFFEE CUTTING ROLLS—9x24 with five extra chills.
CASE MILLS—4 double stands 6x12.
CASE MILLS—4 double stands 6x18.
ALLIS MILLS—3 double stands 6x18.
CASE MILLS—stand 3 high 9x24.

MACHINE TOOLS FOR SALE FROM SCOTT'S STOCK.
1—Marshalltown belt driven 1/4" rotary shear —\$387.20
EXCELSIOR PUNCH PRESS.
36" RELIANCE wood band saw. DELTA metal saw.

New and Used Fairbanks Scales.

WANTED—INDUSTRIAL MACHINERY. Let us take care of your inquiries.

WHITE SALES CORPORATION
Scotts, Michigan
Phones 371-372-431

MACHINES FOR SALE

HAMMER MILL with 25-h.p. motor and all attachments. Priced to sell. Write 88B11, Grain & Feed Journals, Chicago, Ill.

COMPLETE corn meal mill machinery, cleaner, rolls, scalper. Flour dressers, elevator legs, 25 H.P. W. Elec. motor, betting, etc., like new. Bargain acct. former owner's death. Box 216, Coffeyville, Kan.

MOTORS AND BELTS FOR SALE

20 hp Fairbanks-Morse, 3 phase, 60 cycle, 900 rpm, 220 V; two belts, 35 ft. 8 1/2 in.; endless, one rubber and one leather, good as new.
80 ft. of 8 in. well casing for loading out spouts.

J. M. Bergeson Grain Co., Ashton, Ill.

SCALES FOR SALE**RECONDITIONED SCALES**

500 bu. Howe Hopper scale.
150 bu. Fairbanks Hopper scale.
Howe Weightograph.
NEW STEEL for Fairbanks 20 and 30-ton 34x10 scales; immediate shipment. Putnam Scales, P. O. Box 455, Danville, Ill.

MACHINES WANTED

WANTED—Good used single runner attrition mill, 20 to 30 inch; indicate make, price and condition. P. O. Box 788, Enid, Okla.

WANTED—60"x40" Double, or more, screened Rotex or Roball Sifter; 40"x14" Octagon Reel; 25 KW 220/60/3 AC Generator. Mouton Rice Milling Co., Harrisburg, Ark.

SAMPLE ENVELOPES

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable; size 4 1/2 x 7 inches, \$2.75 per hundred, or 500, \$12.00 plus postage. Seed size 3 1/2 x 5 1/2 ins., per hundred \$2.00 plus postage. Grain & Feed Journals, 327 S. La Salle St., Chicago, Ill.

The Last Word in Clark's Direct Reduction Grain Tables

Carefully printed from large clear type, using jet black ink, showing the bushels directly beside the weight of grain reduced and distinctly separated by rules and spaces so as to prevent errors in reading. The most practical, the most helpful grain reduction tables will return their cost every day of the busy season in labor and time saved and errors prevented.

The spiral binding keeps the cards flat, in regular sequence, and prevents the exposure of more than one grain at a time so it is easy to keep wide open the tables for the grain being received.

Form 3275 Spiral includes tables giving direct reductions of any weight of grain, from 600 to 12,090 lbs. to bushels of 32, 48, 56, 60, 70 and 75 lbs. by 10 pound breaks. This set of Clark's Direct Reduction Grain Tables weighs 2 lbs. Price \$1.70 plus postage. Order 3275 Spiral.

Truck Loads to Bushels. Just what you have been wanting. Now let the big trucks come, so you can determine with a glance the number of bushels and pounds over in each load truck delivers. These six Clark's Direct Reduction Grain Tables continue the reductions made by Form 3275 Spiral, and have a range from 12,100 to 23,090 pounds. Reductions are by 10 pound breaks into bushels of 32, 48, 56, 60, 70 and 75 lbs. Shipping weight, 2 lbs. Price, only \$1.70, plus postage. Order No. 22,090 Spiral.

A combination of Form 23,090 Spiral, with Form 3275 Spiral gives complete reduction of all grains specified in a range from 600 to 23,090 pounds. Both sets of tables now for only \$2.85, plus postage. Shipping weight 3 1/2 lbs.

Send all orders to the semi-monthly

Grain & Feed Journals

Consolidated

327 S. La Salle St. Chicago, Ill.

REXALL

INNER-LOCKED BELTING

If you use rubber belting and are having difficulty in obtaining it we can be of service. Our belting is not a substitute but is a proven-up product second to none, successfully used for many years by the Grain, Feed and Milling Industry. Many REXALL belts are still operating in heavy duty grain legs after more than 15 years' service.

IMPERIAL BELTING COMPANY

1750 So. Kilbourn Ave.

CHICAGO, ILL.

LEAKY CARS

You Know What They Cost

KENNEDY CAR LINERS

SOLVE THE PROBLEM

Prevent Leakage of Grain in Transit

**NO WASTE — EFFECTIVE
INEXPENSIVE
EASILY INSTALLED**

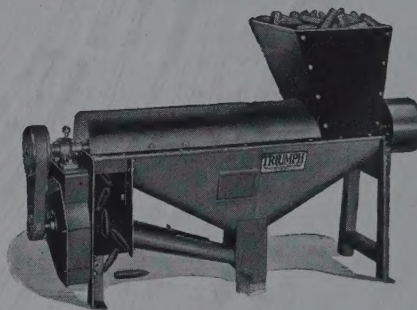
We Have Car Liners to Take Care of All Cases of Bad Order Cars

Inquiries for Details Invited

KENNEDY CAR LINER & BAG Co., Inc.

Shelbyville, Indiana

Canadian Plant at Woodstock, Ont.

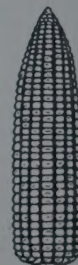


This TRIUMPH No. 3 Corn Sheller Shells, Cleans and Separates 300 to 400 Bushels of Shelled Corn per Hour

● The Triumph No. 3 Corn Sheller has been built to meet an insistent demand for a Triumph machine having a larger capacity than standard models. These machines shell picked, husked, or snap corn. They separate corn, cobs and dirt, and discharge them through separate outlets and have a capacity of from 300 to 400 bushels of shelled corn per hour.

These shellers are built entirely of iron and steel and have few moving parts. Timken Roller Bearings are used throughout so that the shellers run easily and require little power. Ask your dealer for prices and a catalog that gives full details, or write to—

The C. O. Bartlett & Snow Co., 6180 Harvard Ave., Cleveland, Ohio



TRIUMPH SHELLERS

GRAIN & FEED JOURNALS

CONSOLIDATED
INCORPORATED

327 S. La Salle St., Chicago, Ill., U.S.A.
Charles S. Clark, Manager

A merger of
GRAIN DEALERS JOURNAL
Established 1898

AMERICAN ELEVATOR &
GRAIN TRADE
Established 1882

THE GRAIN WORLD
Established 1928

PRICE CURRENT - GRAIN REPORTER
Established 1844

Published on the second and fourth Wednesdays of each month in the interests of better business methods for progressive wholesale dealers in grain, feed and field seeds. It is the champion of improved mechanical equipment for facilitating and expediting the handling, grinding and improving of grain, feeds and seeds.

SUBSCRIPTION RATES to United States, Canada and countries within the 8th Postal Zone, semi-monthly, one year, cash with order, \$2.00; single copy current issue, 25c.

To Foreign Countries, prepaid, one year, \$3.00.

THE ADVERTISING value of the Grain & Feed Journals Consolidated as a medium for reaching progressive grain, feed and field seed dealers and elevator operators is unquestioned.

Advertisements of meritorious grain elevator and feed grinding machinery and of responsible firms who seek to serve grain, feed and field seed dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain, feed and field seed trades, news items, reports on crops, grain movements, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. The service is free.

CHICAGO, ILL., JULY 8, 1942

OVERDRAFTS have never been known to win the favor of your commission merchant.

HELP WIN the war by inducing your farm customers to bring in scrap metal and rubber, NOW.

WHEN YOU need grain elevator supplies or trade information tell us and we will make an earnest effort to get it for you.

DIRTY, disorderly surroundings do not reflect careful business methods, so cannot be expected to attract new business.

PLEASE do not have an explosion of grain dust in your elevator without telling us all about it and why you think it was a dust explosion.

BEVERAGE DISTILLERS are converting so many plants to the production of alcohol for war, life saving stations will soon experience difficulty in getting a fresh supply of liquid refreshments, but the distiller's demand for grain will be more active than ever.

REINFORCED concrete grain storehouses, free from inflammable material, give operators a sense of security that is worth ten times its cost.

GRAIN GRADING schools are gaining in popularity and observing shippers are loading cars with grain of uniform quality to their great satisfaction and surer profit.

SHORTAGES in shipments loaded for the CCC from steel bins are causing much dissatisfaction among elevator operators. Do you like to be docked for grain lost?

LANDSCAPING your elevator's surroundings and keeping the grounds clean and orderly will attract new business and make life pleasanter for operators and customers.

CAREFUL OPERATORS of grain elevators using rope have learned that frequent lubrication of wire, hemp or sisal with graphite can be depended upon to prolong the life of the rope.

MUCH of the old grain now in storage is so badly infested with weevil and other insects buyers must inspect every load with keen eyes or their plants will soon be filled with destructive creepers.

OPERATING a modern elevator off the railroad has proved so successful at a number of stations in surplus grain producing sections, elevator sites on railroad right-of-way have lost some of their lure.

INCREASING SCARCITY of farm labor will necessitate the more general use of machine corn pickers next October, so buyers will have greater need for cleaners which will remove husks, cobs and stalks.

SEED TRADE associations are enjoying a boom in membership, reflecting the opinion that the individual can do little for himself in dealing with lawmakers and government agencies. Attendance at their recent conventions has been gratifying to their officers.

DOUBTS there may be as to the sugar, paper or gasoline shortages, but the rubber situation is gradually becoming critical. Civilians definitely must discontinue driving as usual. Synthetic rubber can be made in sufficient quantity for tires, but not in time for the decisive defeat of the axis.

SHIPMENTS of grain of high value merits and no doubt will receive more careful cooping. Railroad claim agents do not care how much good grain you waste in ballasting road tracks; they have always objected to paying for it. The more time shippers devote to cooping their cars the less time will they waste in trying to induce the claim agent to pay for grain lost in transit.

MORE PROTESTS from grain & feed ass'ns will strangle Commissioner Eastman's plan to discontinue the issuance of S/O Bs/L to grain shippers.

COLLAPSING elevators give convincing proof of weak foundations, but many elevator operators seem content to test their strength only with an overload, so some burst beyond repair.

NO CORPORATION dominated by Wall Street and doing a milling business is so big that it can afford not to contribute to and receive the benefits of membership in the national federation.

CORN SHELLING operations do not come under the Wage and Hour Law; and on close study of the act it is hoped the Tennessee authorities will recede from the position that operators of shuck-shellers come under the law, but are exempt as are the operators of shellers in other states.

HAULING farmers' grain from farm to the elevator free of charge may get the grain, but it does not get merited pay for the hauling or guarantee a profit on the purchase. The grain dealer who insists on receiving reasonable compensation for each service rendered is not inviting a visit from the sheriff.

AS A BOUNTEOUS harvest approaches many firms are given contracts to build wooden bins for farmers, so damp wheat will be given a chance to heat under heating conditions. Observing buyers will scrutinize every load for bin burnt characteristics and for weevil as shippers will expect to be discounted on every car.

THE TOLERATION of old fashioned elevator legs of small capacity, when modern legs of double their hourly capacity can be installed at small cost is unexplainable. Do not stand around all evening waiting for your legs to do the work you wish was completed, improve each leg with larger cups placed close together, then turn on the power and watch the grain go up.

SICK WHEAT is but a new name for an old condition resulting from storage when damp. Prior to the advent of the combine when wheat was cut with the binder and stored in barns or stacks before threshing, sick wheat was usually referred to as mow-burned, stack-burned, header damaged. Each condition was usually accompanied by a musty or sour odor and such wheat was considered unfit for milling purposes. Briefly stated the combine plus wet grain, plus storage, leads to heating, mustiness and enzymic action. Result sick wheat. The federal grain supervision reports 10 to 15 samples on one day from different markets of such wheat "unfit for milling."

The Elevator Owner's Lightning Losses

Years ago, before grain dealers believed in the protecting power of lightning rods, few elevators were equipped with protecting devices, so many elevators and their contents were sacrificed to lightning each summer season. Thunder storms in the grain surplus states occur with the greatest frequency during the summer months, at a time when most elevators are loaded to the roof with new grain.

While some elevators are still sacrificed to lightning, five elevator fires being credited in our news columns to lightning, more and more elevator owners are attempting to protect their property from this fire hazard.

Fire insurance companies offer such a liberal credit in the elevator's insurance premium no owner can afford to neglect installing the best protection obtainable. After protecting equipment has been installed and paid for, the credit is continued to the direct advantage of the elevator owner. With such a reward in prospect it is difficult to understand why every elevator owner does not give his property every protection recommended by the inspector of his fire insurance underwriter.

Enlarging Grain Storage Facilities

The bountiful wheat crop of the southwestern surplus states is so much in excess of the yield expected, storage facilities everywhere are being crowded to the roof, and old churches, skating rinks, garages and idle buildings of many varieties are being pressed into use as storehouses to save the wonderful crop now being harvested.

Our news columns tell of many new structures for storing bulk grain and the rebuilding of others recently destroyed so the available storage room will soon exceed all previous records. Illustrated in this number is a trench in a hillside next to a Kansas elevator, which is being floored and roofed for more storage, and enterprising grain dealers everywhere are earnestly seeking every available facility for protecting the enormous crop from the elements. All this is at a time when most of the civilized nations of Europe are hungry. What seems to be the greatest need at the present time is something that will give ocean going traffic permanent relief from destruction by Axis submarines.

Everyone recognizes that more storage room at each elevator would greatly assist wheat growers in saving the best of all food grains. Our news items tell of many increases in storage room for bulk grain, yet their number and the improvement in storage facilities, represents but a small percentage of the

grain dealers desiring to make similar improvements. More determination, more persistence by builders and prospective improvers would get the materials needed.

Sparring for the Farm Vote

For many weeks now the House, the Senate and the administration have been using the agricultural appropriation bill as a political football. The House refuses permission to sell government owned grains below parity, declaring it would ruin the farmers' market. The administration would pose as helping feeders by letting them have wheat at 83 cents, notwithstanding it costs the taxpayers much more.

The Senate evidently thought the best way to get into the bidding for the farm vote was to authorize, as it did July 7, full parity loans on wheat, corn, cotton, rice, tobacco and peanuts. Thus on wheat the grower would receive 38 cents per bushel more than the market price and on corn 15 cents per bushel more than the present market price.

As these loans are made without recourse for non-payment they are actually a sale, except that the grower who pays off the loan could recover his wheat in the event a big rise in the market price made it profitable for him to do so.

The full parity loan is not in the interest of the Treasury that must borrow the funds for war and farm subsidy. Neither does it aid the grain dealer by reducing the amount of free wheat.

Saving Elevators from the Flames

One of the most encouraging records of the times is the increasing vigilance of employes in extinguishing fires in grain elevators. Not only have elevator owners come to recognize their responsibility to save all of the food possible, but firemen have become aware of their opportunity. After a fire at Stillwell, Okla., recently, which uncovered many full bins, the firemen voluntarily, when a thunder storm approached, hastened to the elevator and covered the exposed grain with heavy tarpaulins, thus greatly reducing the damage to the property they had saved the day before.

Grain elevator operators have also recognized their great responsibility in the protection of their own property, and not only are most of the known fire hazards corrected on the suggestion of the insurance inspector, but fire fighting equipment is installed at many different points in each plant to facilitate the extinguishment of fires in their incipiency. This effects a material reduction in fire losses of grain elevators and their contents and also

in a most gratifying reduction in insurance premiums.

While eleven fires are reported in this number of the Journal, the total losses are few. Thirty-five years ago whenever a fire was discovered in or near a grain elevator, the property was quickly abandoned to the flames without a contest.

This change in the attitude of elevator owners and workers has resulted in the saving of many valuable properties. Doubtless, the improvement in the fire hazards of grain elevators will be continued to the advantage and profit of all concerned. Not only are more grain elevators being erected of non-inflammable material, but the known fire hazards are generally corrected in every elevator designed or constructed by progressive engineers.

A Fine for Intention?

The bill introduced by Senator Thomas of Oklahoma as S. 2601 to prohibit the distribution of certain information with respect to agricultural commodities, as stated in the preamble, is not in fact a measure to prevent the dissemination of market information, but a law to punish persons who have the intention to influence others to buy or sell commodities, as is manifest from the following:

SEC. 2. During the present war in which the United States is engaged, it shall be hereafter unlawful for any private individual, corporation, organization, or association to distribute to the public, or to a selected group or groups of persons, thru the mails, or by telephone, telegraph, radio, or other means of communication, any information with respect to the price or the price trend of any agricultural commodity with the intent that such information shall be acted upon for the purpose of maintaining or altering the price or the price trend, upward or downward, of any such commodity, or with the intent that the market or market trend for such commodity shall be affected.

The impossibility of proving intent renders it worthless as a restraint on market commentators.

The courts would not accept the testimony of mind readers, psychologists and lie detectors as to the purpose of the disseminator of the information.

One of the first victims of the law would be the head of the Office of Price Administration who has been assiduously talking prices down in a praiseworthy effort to forestall inflation.

Next in order of criminality would be the members of Congressional farm bloc who are holding out against sales of government owned grain at a price less than parity.

Perhaps these worthy gentlemen are exempted because they are not the "private" individuals specified in the bill. If so, the bill is merely one to give government officials a monopoly of the foul practice of price manipulation.

How the scheming politicians do delight in misleading the producers of agricultural commodities.



Wm. H. McWilliams, Winnipeg, Man., died June 14. Pres. Winnipeg Elevator Co., Empire Elevator Co., Thunder Bay Elevator Co., Canadian Consolidated Grain Co. Vice pres. Dominion Maltng Co., Monarch Lumber Co., Western Grocers, Ltd., and Grain Ins. & Guarantee Co.

Flowers Beautify Driveway

Farmers of the Crab Orchard, Neb., territory deliver their wheat to the 30,000 bu. elevator of the Crab Orchard Grain Co. thru an avenue of brightly blooming flowers.

Manager Ralph E. Lidolph loves flowers. Each side of the approach to the elevator's truck scale deck is a glowing bed of flowers. So, too, do flowers line the approach and the exit drives of the elevator.

The flowers are selected to grow tall and to bloom thruout the summer.

Which demonstrates that elevator grounds can be attractively landscaped.

Another Elevator Off Railroad

Hinton, Caddo county, Okla., is village on the Rock Island R.R. where the Farmers Co-op. Elevator Co., has recently erected a modern reinforced concrete elevator of 100,000 bus. storage capacity and consisting of four 14 foot tanks, with a drive way thru middle 10 overhead bins all 116' high, surmounted with cupola 16 x 32 x 24'. About 3 years ago the Rock Island rail service was discontinued.

With a normal crop of around one-quarter million bushels and no rail service and with only two small frame elevators in the town it was quite evident that more grain storage was needed. It was then that the Farmers Co. with Mr. Hollis manager called a meeting and voted to build a 100,000 bu. elevator. It is located about 50' from the present 15,000 bu. frame elevator and the two can be worked in connection with each other without the use of trucks.

All bins are so arranged that grain can be loaded in a truck while in the driveway without the use of the elevating machinery.

The leg has a capacity of 3000 bu. per hour and is equipped with Nu-by Calumet cups, Ehrsam head drive and 25 H. P. Fairbanks Morse motor an electric manlift and overhead truck lift which were furnished by Ehrsam Mfg. Co. Two large dump sinks were provided which hold 1000 bu. each and are served thru a 9 x 5' floor grate. The elevator was designed and built by Chalmers & Borton.

For illustration see outside front cover page.

Spiders and other forms of insect life that finds its way into the country elevator during the heavy grain movements, can be controlled thru judicious use of insect sprays.

Loading Cars Profitably

Grain shippers can materially increase the returns from their shipments by thoroughly cleaning, mixing and evenly loading all cars of bulk grain. This should help materially to increase the returns from each shipment. If each load is trimmed to an even level, it is much easier for samplers to move about above the grain and obtain a true average sample of the car's contents. Above all, grain should never be loaded above a line, twenty-four inches from the roof. The shipper is more deeply interested in his grain obtaining the top of the market than anyone else, and above everything else he must avoid being suspected of having plugged the load. In carefully supervised markets plugged loads are generally given the grade of the lowest quality of grain found in the car.

Yellow or starchy wheat even though found only in small spots is likely to result in such a low protein test as to earn a most discouraging discount. It is next to impossible for a sampler to obtain a true average sample if all grain put in the car is not thoroughly mixed before loading.

Illustrated herewith is a car evenly loaded with grain of uniform quality so as to make it easy for the sampler to obtain a true average sample of the car's contents. Where grain is run through a cleaner and thoroughly mixed most samples drawn from the car will represent an average sample and that is what every shipper is anxious to obtain.

Samplers in every central market are required to draw samples from seven or eight places in the load in the hope of giving the inspector a true average sample of the car's contents in order to grade it correctly. Every shipper of experience knows that shipments containing bunches of wet or heating grain are very likely to arrive at destination with the heating section expanding to good grain on all sides.

Cars loaded unevenly or shipped without trimming to a uniform level are very likely to encounter delay for resampling and regrading, and it may lead to an expensive appeal without success.

Country elevator buyers who have room carefully to classify all of their purchases will realize a handsome reward for keeping different classes, grades and quality of each kind of grain separate, and then cleaning the load before it is spouted into the car.

The greater the care taken in preparing grain for uniform loading, the more satisfactory will be the returns from each shipment. Plugged cars are generally given the grade of the lowest quality in the car and naturally earn a disgusting discount.

USDA Loans on Corn

The U. S. Department of Agriculture has announced that 4,406 Commodity Credit Corporation loans on 4,239,272 bus. of 1941 corn were repaid through June 27, 1942, leaving outstanding 100,768 loans on 105,988,290 bus. Loans had been made on the same date on 110,250,402 bus., of which 22,840 bus. had been delivered to the Corporation. Loans by states follow:

State	Loans Repaid No.	Loans Repaid Bushels	Loans Outstanding No.	Loans Outstanding Bushels
Ill.	1,432	1,790,492	19,095	26,368,932
Ind.	198	203,271	1,397	1,498,636
Iowa	1,310	1,145,294	42,784	46,178,947
Kans.	80	51,513	1,248	986,079
Ky.	24	58,875	32	100,223
Md.	2	661	5	4,198
Mich.	.....	.....	6	2,035
Minn.	320	251,316	8,514	7,896,331
Mo.	379	246,426	2,167	1,711,239
Neb.	444	335,185	20,676	17,221,576
N. C.	4	2,977	21	16,329
N. D.	13	22,868	69	83,755
Ohio	113	70,843	729	512,269
S. D.	84	58,528	4,009	3,398,337
Va.	.....	.....	1	1,086
Wis.	3	923	15	10,318
Totals	4,406	4,239,272	100,768	105,988,290

The Underwriters Grain Ass'n, Chicago, has re-elected its officers and executive committee members. The president is Clem E. Wheeler of the Hartford Fire.

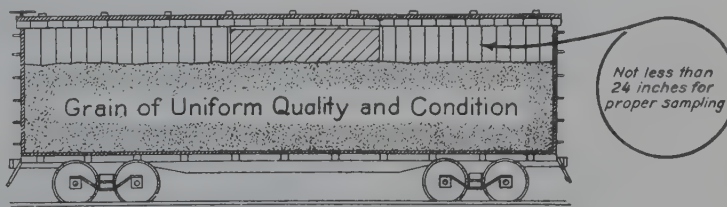
Constitutionality of A.A. Act

N. E. Dodd, director of the western division of the Agricultural Adjustment Agency, in the case of Claude R. Wickard, sec'y of agriculture, v. Roscoe C. Filburn, writes:

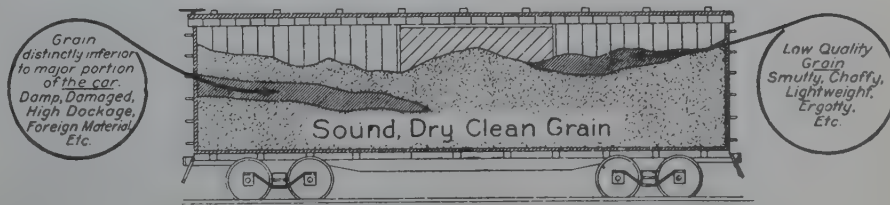
"The case involves the constitutional validity of the wheat marketing quota provisions of the Agricultural Adjustment Act of 1938, as amended May 26, 1941. Argument in this case in the Supreme Court took place on May 4, 1942. On Monday, June 1, 1942, the Court restored the case to the docket for reargument on Oct. 12, 1942.

"The reargument is to be limited to the question whether the Act, insofar as it deals with wheat consumed on the farm of the producer, is within the power of Congress to regulate commerce. It now appears that the Court regards the question as a close one upon which it desires further argument.

"We regret that a decision in this important case will not be rendered until late in the fall. Pending such a decision, the wheat marketing quota provisions of the Act for the 1941 and 1942 crop and the administration of the program shall continue in accordance with the regulations."



EVENLY LOADED CARS: CAN BE PROPERLY SAMPLED
CAN BE UNIFORMLY GRADED FACILITATE SALES



UNEVENLY LOADED CARS: CANNOT ALWAYS BE PROPERLY SAMPLED
UNIFORMLY GRADED SPOTS OF WET GRAIN OFTEN
GO OUT OF CONDITION IN TRANSIT

Evenly Loaded Cars of Grain Bring Better Returns

Asked—Answered

[Readers desiring trade information should send query for free publication here. The experience of brother dealers is most helpful. Replies to queries are solicited.]

Moving Grain Off Drag Belt?

Grain & Feed Journals: Our engineer would appreciate information on a satisfactory method of moving small grain off to the side of an 8-in. drag belt, without some either getting under the belt or being carried on.—T. E. Hamman, Decatur, Ill.

Ans.: One suggestion is that the belt be made in two or more sections at different elevations, the first section discharging into a hopper at the end of first belt line, the hopper being pivoted to swing at a 90 degrees angle to load the second section of the drag belt on a lower level. The hopper should make it easy to deliver all grain at the point without spilling.

Dust Explosions of Recent Years?

Grain & Feed Journals: The National Fire Protection Ass'n advises me that they plan to revise the National Fire Codes for the Prevention of Dust Explosions published in 1940 and wish to bring up-to-date the record of dust explosion losses included in this publication. They have requested me to revise the tables. Unfortunately, I have been unable, along with my present work, to keep up the record of losses since September 30, 1939. We frequently refer to your publication for a record of losses in the grain industry, but I do not have copies available here for reference. It will be greatly appreciated if you can supply me with data on losses in the grain industry from Sept. 30, 1939, to the present.—Hylton R. Brown, senior engineer, Bureau of Mines, Department of the Interior, College Park, Md.

Ans.: In 1939 there were six dust explosions. Blackstone, Va., Blackstone Roller Mills. Loss, \$30,000. In January.

Jan. 10, Kansas City, Mo., elevator of Commander-Larabee Milling Co., considerable damage.

May 11, Chicago, Ill., Calumet Elevators "A," "B" and "C," and Norris Elevators "A" and "B." Nine men killed.

Houston, Tex., November, Houston Milling Co., small loss.

Dec. 18, Houston, Tex., Public Elevator. Loss about \$50,000.

In 1940

Jan. 10, St. Joseph, Mo., Union Terminal Railroad Elevator, no one injured, damage about \$20,000.

Feb. 14, Kingfisher, Okla., head house of Burrus Mill & Elevator Co., one man dead, three injured, loss \$50,000.

Mar. 7, Hutchinson, Minn., feed grinding addition of Farmers Co-operative Elevator Ass'n, none injured.

Mar. 1, feed mill room of Hendricks Farmers Elevator, roof damaged.

Apr. 4, Caribou, Me., Cox Grist Mill destroyed, no one injured.

Sept. 26, Houston, Tex., grain elevator of Houston Milling Co., no one injured, damage \$15,000.

Nov. 16, New Ulm, Minn., Eagle Roller Mill, small damage.

In 1941

May 7, V. E. Herter Grain Co. Sparks from motor ignited dust, and explosion threw several men to the floor, one man burned about face, hand and arm, no damage.

June 11, Bakersfield, Cal., plant of Bakersfield Grain Co. completely destroyed.

Freeland, Mich., Sept. 24, elevator of Chas. Wolohan, Inc., one dead, small damage.

Oct. —, in dust collector of Cleveland Grain Co. elevator, little damage.

Dec. 19, Grandfield, Okla., Kimbell Elevator Co. completely wrecked and burned, loss \$30,000.

In 1942

Jan. 10, Superior, Wis., Elevator X of Great Northern Railroad destroyed with 1,500,000 bus. grain, five employees injured.

Feb. 24, Iona, Ida., Sperry Grain Elevator destroyed with 10,000 bus. of wheat, one man injured.

Mar. 31, Omaha, Neb., dust was exploded in a dust chute of the Maney Milling Co., no damage.

Apr. 13, Lubbock, Tex., head house of J. C. Crouch Grain Co. wrecked, two men killed.

May 1, Port Huron, Mich., dust explosion in grinding machine, followed by fire destroyed warehouse of Chamberlain Bean & Pea Co., loss \$80,000.

June 5, Eldora, Ia., E. F. Froning elevator wrecked, no one injured.

June 5, Indianapolis, Ind., explosion and fire destroyed the main mill building and another structure of National Starch Products Co., six men injured, loss \$200,000.

Death of J. J. Fitzgerald

James Joseph Fitzgerald, national champion of mutual fire insurance, and President of the Grain Dealers National Mutual Fire Insurance Co., Indianapolis, died in his home in the Hoosier capital July first at the age of 64.

Mr. Fitzgerald had been identified with the Grain Dealers Mutual since its beginning, in fact, he was the company's first field man. He made his headquarters at Decatur, Ill., for several years, then moved to Sioux Falls, S. D., later to Kansas City, Mo., and finally moved to Omaha, on the consolidation of the company's western activities.

After several years in charge of the branch office at Omaha, Mr. Fitzgerald was made Assistant Secretary and moved to headquarters at Indianapolis. On the death of Sec'y Charles A. McCotter, leading organizer of the company, Mr. Fitzgerald was elected to the secretaryship, becoming the manager of the company's affairs. After several years as Secretary he was promoted to the presidency of the company.



J. J. Fitzgerald, Indianapolis, Ind., President Grain Dealers National Mutual Fire Insurance Co., deceased

Thus starting with a grammar school education and with a keen observation of the causes of fires in country elevators and an earnest desire to master the fire insurance business, he succeeded in inducing elevator owners to correct many of their fire hazards, thereby preventing fire losses and reducing the cost of insurance on country elevators and their contents.

His long service among country elevators, combined with an insatiable desire for knowledge and wide reading, equipped him with an analytical mind. He always welcomed complicated fire insurance problems and studied each with real zest. A voluminous writer, a forceful speaker and an earnest desire to be fair won him the respect and high regard of fire insurance leaders. His counsel and advice was eagerly sought by fire insurance organizations which were delighted to honor him with prominent positions of responsibility and trust.

Forty years of earnest, tireless service in the interest of fire prevention and safe insurance at cost for owners of country elevators brought him the merited reward of real success.

He advanced gradually but steadily from solicitor to the top position with the Grain Dealers Mutual, and each year witnessed a most gratifying growth in the volume of the company's business and marked improvement in the character of its elevator risks.

Coming Conventions

Trade conventions are always worth while, as they afford live, progressive grain dealers a chance to meet other merchants from the same occupation. You can not afford to pass up these opportunities to cultivate friendly relations and profit by the experience and study of others.

National Hay Ass'n convention, usually held during July or August, has been called off by the board of directors, for 1942.

July 11, Hybrid Seed Corn Producers, Palmer House, Chicago, Ill.

Oct. 12-13.—Grain & Feed Dealers National Ass'n, Excelsior Springs, Mo.

Oct. 12-13.—Missouri Grain, Feed & Millers Ass'n, Elms Hotel, Excelsior Springs, Mo.

Procedure in Getting Permits for Chicago Grain Storage

Pursuant to the plans set out in detail in the Journal of June 24, page 537, the permit system on all grain shipped to the Chicago market for storage, will operate as follows:

J. S. Brown, Traffic Manager of the Board of Trade of the City of Chicago, will act as Chairman of the Permit Division, and he will issue the permits, for each car shipped for storage. The permit is made up of five parts, as follows:

1. Original, will go to the shipper for surrender to the railroad agent at loading point.
2. The second copy is to be retained by consignee.

3. The third copy is to be forwarded to the Association of American Railroads.

4. The fourth copy is to be retained by the Permit Division.

5. The fifth copy is to be retained by the elevator, industry, or other signer of the permit.

To ship grain to Chicago for storage the procedure is:

1. Application for a permit should be made thru Chicago representative, who, in turn, will endeavor to locate storage space in elevators, and if space is obtained the elevator operator will issue Chicago representative a permit to be approved by the chairman of the committee.

2. Request for permit should show the kind of grain, its grade and condition, also variety.

3. Request for permit should specify the capacity of car or cars to be shipped.

Shipper should also inform his Chicago representative as to approximate date of shipment, as the permits are at present being issued for shipment within ten days. Grain sold or shipped on consignment is not affected by this storage plan.

Daily Closing Prices

The daily closing prices for wheat, corn, oats, rye, barley and soybeans for July delivery at the leading markets have been as follows:

	Option		Wheat		June		June		June		July		July		July		July	
	High	Low	24	25	26	27	29	30	1	2	3	6	7	8	9	10	11	12
Chicago	135½	109½	118½	118½	116½	115½	115½	116½	118½	117½	117½	116½	116½	116½	116½	116½	116½	116½
Winnipeg	82½	77½	80½	80½	80½	80½	80½	80½	80½	80½	80½	80½	80½	80½	80½	80½	80½	80½
Minneapolis	130½	106½	111½	110½	109½	108½	108½	110	111½	111½	110½	109½	110½	110½	110½	110½	110½	110½
Kansas City	128½	103½	111	110½	108½	107½	107½	109	110½	110½	108½	108½	109½	108½	108½	108½	108½	108½
Duluth, durum	123½	105½	109½	108½	107½	108	108½	109	109½	109½	109½	108½	108½	108½	108½	108½	108½	108½
Milwaukee	158½	109½	118½	118	116½	115½	115½	116½	118½	117½	117½	116½	116½	116½	116½	116½	116½	116½
Corn																		
Chicago	93½	74½	86½	86½	85½	85½	84½	85½	87½	86½	86½	86	86½	86	86½	86	86½	86½
Kansas City	88	76½	83½	83½	82½	82½	82½	82½	84	83½	83½	83½	83½	83½	83½	83½	83½	83½
Milwaukee	93½	74½	86½	86½	85½	85½	84½	85½	87½	86½	86½	86	86½	86	86½	86	86½	86½
Oats																		
Chicago	60½	44	48½	48½	47½	47	44½	45½	46½	46½	46½	45½	46½	45½	46½	45½	46½	46½
Winnipeg	51½	43½	51½	51½	51½	51½	51½	51½	51½	51½	51½	51½	51½	51½	51½	51½	51½	51½
Minneapolis	56	41½	44½	44	43½	42½	41½	42½	43½	43½	43½	43½	43½	43½	43½	43½	43½	43½
Milwaukee	60	44	48½	48½	47½	47	45	45½	46½	46½	46½	45½	46½	45½	46½	45½	46½	46½
Rye																		
Chicago	95½	61½	65½	64½	63½	63	62	63½	65½	64½	64½	64½	65½	64½	65½	64½	65½	65½
Minneapolis	89½	57½	61	60½	59½	58½	57½	59½	60½	60½	60½	60	61½	60	61½	60	61½	61½
Winnipeg	66½	54	56½	56½	54½	54½	54½	54½	55½	54½	54½	54½	55½	54½	55½	54½	55½	55½
Duluth	62½	57½	61	60½	59½	58½	57½	59½	60½	60½	60½	60½	60½	60½	60½	60½	60½	60½
Barley																		
Minneapolis	69½	52½	54	53½	52½	52½	52½	53½	53½	53½	53½	53	54	53	54	53	54	54
Winnipeg	64½	55½	64½	64½	64½	64½	64½	64½	64½	64½	64½	64½	64½	64½	64½	64½	64½	64½
Soybeans																		
Chicago	205½	156	178½	178	175½	174½	173½	176½	178½	177½	177½	176	175½	176	175½	176	175½	175½
Canada Exchange			90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90

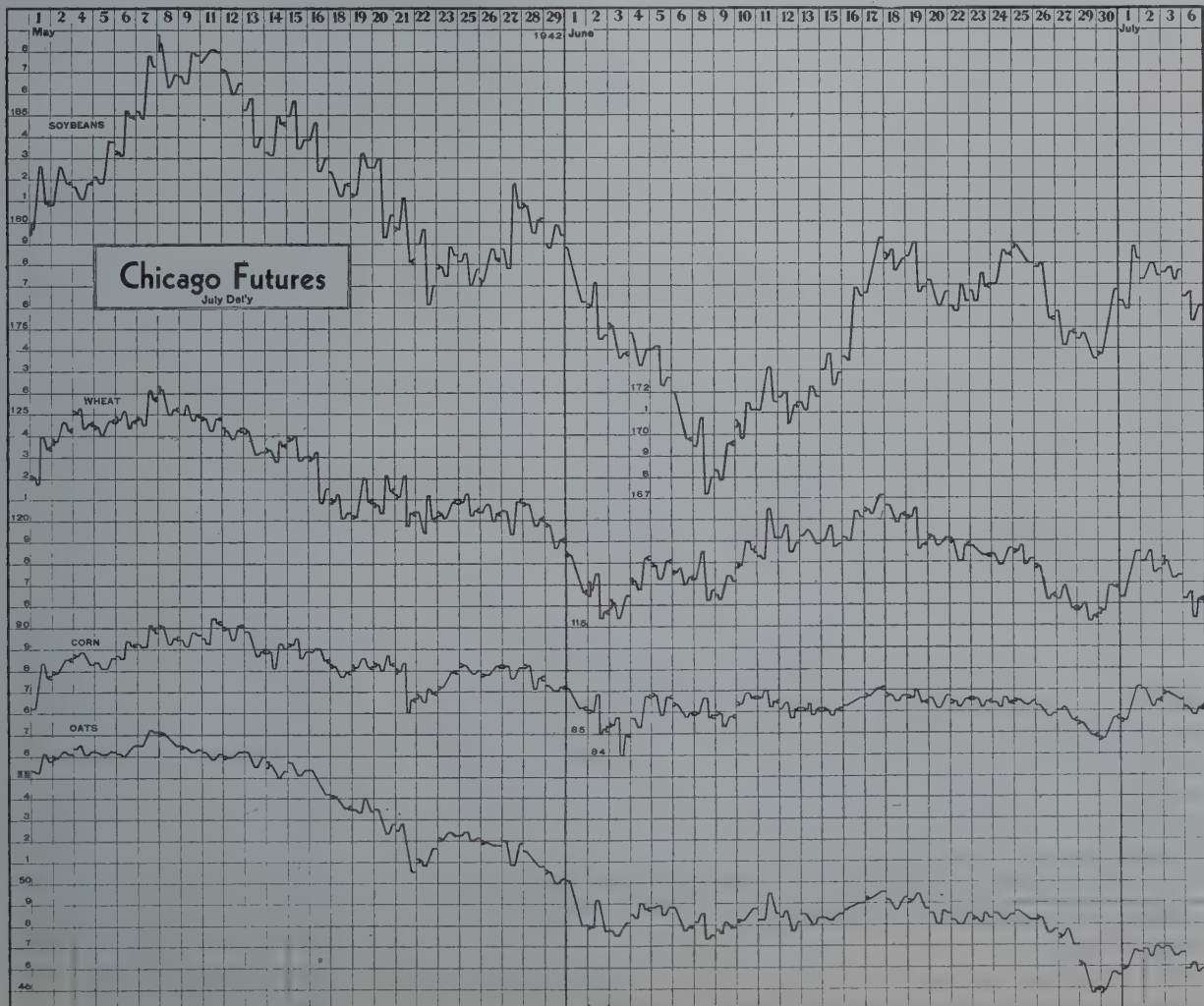
Open Interest in Future Deliveries

As reported by C.E.A. the open interest in all futures on the Chicago Board of Trade recently has been as follows, in 1,000 bus.:

	Wheat	Corn	Oats	Rye	Soy beans
Sept. 13	52,951	35,164	19,019	18,457	10,729
Oct. 4	57,679	40,353	18,873	20,815	10,974
Nov. 1	52,584	41,844	16,985	20,480	9,584
Dec. 6	49,231	42,915	14,059	15,301	9,012
Dec. 13	40,908	43,432	13,402	19,225	6,992
Dec. 20	40,058	43,725	12,332	19,328	6,893
Dec. 27	39,077	44,586	12,014	19,566	6,888
Jan. 3	38,347	46,892	12,184	19,819	6,921
Jan. 10	36,946	49,912	12,575	21,272	6,733
Jan. 17	34,834	55,212	12,453	23,268	6,406
Jan. 24	36,400	61,696	12,853	24,887	6,525
Jan. 31	35,395	65,190	12,269	26,702	6,889
Feb. 7	34,643	65,459	11,977	27,687	6,886
Feb. 14	34,742	65,726	12,346	27,257	6,872
Feb. 21	34,255	65,673	12,436	27,353	7,100
Feb. 28	34,087	66,928	12,393	28,604	7,195
Mar. 7	35,587	67,631	12,582	29,186	7,479
Mar. 14	34,824	67,530	12,621	29,381	7,260
Mar. 21	35,602	66,905	12,134	29,495	6,880
Mar. 28	36,090	68,597	12,209	29,548	6,852
Apr. 4	36,133	71,513	12,202	29,429	7,060
Apr. 11	36,339	73,144	12,616	28,901	6,960
Apr. 18	35,564	71,031	12,671	27,683	6,937
May 16	32,820	67,204	9,413	26,007	5,225
May 23	33,670	65,253	8,191	25,548	4,974
Apr. 25	34,666	71,425	11,957	27,364	6,267
May 2	31,910	67,461	10,758	26,692	5,491
May 9	32,799	68,505	9,697	26,107	5,332
May 16	32,820	67,204	9,413	26,007	5,225
May 23	33,670	65,253	8,191	25,548	4,974
May 30	35,050	65,321	8,553	26,178	4,867
June 6	33,511	62,863	7,938	24,914	4,445
June 13	33,305	62,331	8,076	24,122	4,319
June 20	33,638	61,011	8,397	24,280	4,050
June 27	34,253	58,196	8,689	24,097	3,710
July 3	33,089	56,552	8,865	23,309	2,939

Whiskey distillers were told by the W.P.B. June 16 to convert their stills into industrial alcohol production by Nov. 1, their quota being 200,000,000 gallons annually. The expense of the change will be met by the D.P.C. of the R.F.C.

Class I railroads put 44,546 new freight cars in service in the first five months of 1942, the Association of American Railroads announced. Of the total number installed in the first five months this year, there were 30,177 box cars.



Letters from the Trade

[The grain dealers' forum for the discussion of grain trade problems, practices and needed reforms or improvements. Dealers having anything to say of interest to members of the grain trade are urged to send it to the Journals for publication.]

Prolong Life of Car Cables with Lubricant

Grain & Feed Journals, Consolidated: It is true that frequent use of lubricant will increase the life of car cables.

It is imperative in order that Durable Transmission Rope, or any other Durable Grain Shovel Rope give the full measure of service and satisfaction, of which it is capable, that some suitable dressing be applied at regular intervals, but it is important that no injurious ingredient should enter into its composition.

After experimenting with different mixtures, we find that the dressing which gives the best satisfaction is raw linseed oil mixed with pure flaked graphite in proportions of one gallon of oil to one pound of graphite. However, we suggest that raw linseed oil, alone, should be applied twice a week for two weeks, and at the end of that time, apply the mixed oil and graphite dressing as often as needed to keep the marlin from getting hard and dry.

We are sure that if elevator superintendents follow this simple procedure for lubricating their transmission ropes the additional service they will receive from their cables will more than offset the cost of the lubricant.—John A. Roebeling's Sons Co., E. T. Weart, Branch Manager, Chicago.

Loaders of CCC Corn Object to Charges

Grain & Feed Journals Cons.: In hope of warning country elevator operators who contemplate future loading of C.C.C. corn from the steel bins, I wish to relate my experience with this governmental agency.

On April 22, 1942, we weighed and loaded nine cars of corn to be shipped to the C.C.C. at Indianapolis. After the grain had been loaded, I made out the required forms and sent them, together with our charges, to the C.C.C. in Chicago. Several weeks later I received a check from the C.C.C. which was far short of the full amount of the loading charges.

Thinking that perhaps payment would be made in two installments I waited until June 20 before inquiring as to why we had not received the rest of the money due us. This morning I received a letter notifying me that I was being charged \$139.74 for an apparent shortage of 187.46 bus. of corn.

These cars were unloaded on April 25 in Indianapolis and shortly after that time I received weight certificates, inspection certificates and car condition certificates which show that 19,708.22 bus. of corn were received at that point on which I based my charges for handling.

When I loaded the cars the grain went directly from the receiving pit into the cars. The cars, upon arrival at Indianapolis, and according to the chief grain inspector, had no leaks at destination.

Upon conferring with F. J. McCormack, manager of the Seneca Farmers Co., he informed me that he also had been charged with a shortage of 187.46 bus. of the corn he loaded at the same time.

I fail to see why the country elevator operators should be forced to take the rap on alleged shortages of grain loaded for the C.C.C. It is strange that two different elevators in the same town have identical shortages.

Both Mr. McCormack and I have learned our lesson and will remember it. When the C.C.C. decide to get rid of the rest of their corn they are going to find it a long haul to some elevator

who will be willing to handle it under the present set-up.—M. J. Hogan Grain Co., R. J. Hogan, Seneca, Ill.

Hammer Mills Need Magnetic Separator

Grain & Feed Journals, Consolidated: Recently there appeared in your "Letters from the Trade" a letter from Mr. W. W. Lucas of the Papec Machine Co. regarding the danger of explosion or fire from sparks in a hammer mill. Mr. Lucas refers to some tests made by a manufacturer of coal pulverizers, and which were intended to determine whether or not sparks within such a pulverizer would be likely to cause an explosion within the machine itself.

Because these tests apparently indicated that sparks from a spark plug would not cause an explosion of pulverized coal inside of a coal pulverizer, Mr. Lucas, in some manner, reaches the conclusion that an efficient magnetic separator has relatively little value for the protection of feed grinders of the hammer mill type. It would be unfortunate if Mr. Lucas' letter should influence any operator of a feed plant against proper magnetic protection for his grinding equipment, because lack of such protection might easily lead to the destruction of his plant by fire or to injury or loss of life from an explosion.

Wheat Roots Go Deep

A. W. Erickson of Minneapolis, who conducted a crop survey in the Panhandle of Texas recently, had three men put in three days to excavate a complete root system of a wheat plant for the Fraser Milling Co., of Hereford, Tex.

Alton T. Fraser, pres. of the milling company, was curious to learn the why of the superiority of his flour as tested in the State Laboratory. The Fraser Milling Co.'s flour showed a phosphorus content 5 times as high as that of the average standard flour, and a calcium content 6 times as high.

A representative wheat field was chosen and the digging of a pit about eight feet deep was started around the chosen wheat plant, whose entire root system was left intact in a central column of earth, which was then shaped and fitted to a wooden box, and the bottom of the column sliced off with a quarter inch thick steel blade. The top of the box is securely nailed on, and the entire structure, which measures 75 inches long by 23 inches wide and 15 inches thick and weighs about a ton, is lifted out of the pit. Next process is the careful washing of the dirt to expose the root system. The 72 inch root in the Deaf Smith County exhibit is the longest Erickson has ever seen in many years of conducting similar studies in every state in the great wheat belt.

"Penetrating into the calcium as these roots do," Erickson declares, "it is no wonder that your town has become known as 'The Town Without a Toothache'." Roots feed the plant the vital minerals found in the soil, he says, pointing out that not only wheat but all other products raised in the county derive benefit from the calcium in the soil. To a certain extent, this calcium permeates the soil, tho the pure caliche base is sharply marked from the surface dirt.

It is Erickson's theory that surface dirt in this territory is that which has blown in. The caliche is part of what was the floor of a vast shallow continental sea in past geologic ages. The same geologic formation is found in parts of Swisher, Hale and Castro Counties.

To avoid the possibility that anyone may be misled, it should be pointed out in the first place that the explosive characteristics of pulverized coal are substantially different from those of pulverized stock feed. The ignition points are different, the weights and sizes of particles are different, the explosive limits of concentration are different, the rates of flame propagation are different, and the explosion pressures that may be developed under different conditions are different. About the only similarity between the two materials is that each, under its own special circumstances, may be involved in a dust explosion. Actually, what might happen in an atmosphere containing pulverized coal would have very little bearing on what might happen in an atmosphere containing pulverized grain.

In the second place, it is generally recognized that sparks which stay within the grinding chamber of a hammer mill are relatively harmless insofar as fire or explosion is concerned. The concentration of the pulverized material is usually above the upper explosive limit, and even if it were not, the turbulence within the grinding chamber is too great to permit propagation of flame through the mixture. It would be like trying to light a cigarette in a hurricane. A piece of tramp metal might cause a grinder to fly in pieces from mechanical rupture, but would not be likely to cause an explosion of stock within the grinding chamber.

Tramp iron is, of course, the most dangerous type of foreign material that can get into a grinder. In the first place, it is far more common than other foreign materials found in grain, and in the second place, it represents a combination of toughness and ductility which may permit it to be battered to a white heat or even melted by the action of the hammers in the grinding chamber. When such heated metal is driven through the screen into the stock in the bottom of the mill, it is likely to ignite the stock.

Under the air blast from the fan, burning stock may be blown up into the stock collector, and when the fire reaches that point, an



Deep Roots of Wheat Plant in Deaf Smith County, Texas

explosion within the stock collector will be likely. This may spread fire over a considerable area, or as has happened in a number of cases, it may cause a secondary dust explosion which may wreck the building and cause injury or death to employees in the vicinity. It is the hot metal that gets beyond the grinding chamber which causes the fires and explosions and not the sparks within the grinding chamber itself.

Mr. Lucas also states that the effectiveness of a magnetic separator in the removal of tramp iron is questionable, and that it depends on the manner in which the grain or roughage is fed into the mill. Within certain limits, that statement can be accepted as true. It is not difficult to wind a piece of insulated wire around an iron post and call it a magnetic separator, or some old fashioned horseshoe magnets can be stuck through the top of the feed spout. The effectiveness of such arrangements in the removal of tramp iron would be questionable regardless of how the stock was fed to the mill.

Magnetic separators which have been approved by the Mill Mutual Fire Prevention Bureau must meet rigid requirements for construction and performance, and such separators can be depended on for effective removal of tramp iron if they are properly installed.

It is true also that the effectiveness of a magnetic separator depends somewhat on the manner in which the stock passes over it. This is a matter of installation, and is covered completely in a booklet on "Spout Type Magnetic Separators" which may be obtained without charge by writing to the Mill Mutual Fire Prevention Bureau. An approved separator which is installed in accordance with the instructions contained in the booklet may be depended on to provide effective tramp iron protection for grinding equipment.

In this connection, it can be said that any experienced feed mill operator knows the economic impracticability of attempting to grind roughage in a hammer mill without preliminary crushing or chopping. It is a waste of money to grind ear corn without first putting it through a crusher, and the attempt should never be made to grind hay or corn stalks unless the material has first gone through a cutter or chopper.

Every experienced operator of grinding equipment is interested in the protection of his equipment and his plant from fires or explosions that may be caused by tramp iron, and to obtain the best possible magnetic protection, he should (1) insist that the magnetic separator be approved by the Mill Mutual Fire Prevention Bureau, and (2) make sure the installation is in complete accord with the rules.

Representatives of the Mill Mutual Insurance Companies are in a position to give sound advice to plant operators regarding the installation and operation of grinding equipment.—Mill Mutual Fire Prevention Bureau, C. M. Park, Chief Engineer.

Indemnity for loss by bombing and invasion is available from the War Damage Corporation thru its fiduciary agents, in which the grain mutuals are included. The cost of the average grain dealer who carries from \$30,000 to \$50,000 insurance, will not exceed \$2.10 per thousand. In other words, \$50,000 insurance costs \$105 per year. This is based on the theory that insurance amounting to 80% of the value of your buildings and contents is carried.

Tornado Wrecks Illinois Elevator

The cribbed elevator of W. C. Calhoun at Franklin, Ill., in Morgan County, southeast of Jacksonville, was in the direct path of the tornado.

The side track of the Burlington serving the elevator was covered by the cupola and debris torn out of the upper part of the house. A Western Gyrating Cleaner topped off the heap, and a leg belt hung in a graceful festoon.

The corrugated iron siding was torn off part of the cribbing left standing. Mr. Calhoun writes that he is repairing the elevator.

Driveway Observations

By OBSERVER

"OUR BUSINESS has changed under pressure of the farm feeding program," says J. M. Baer, of Continental Grain Co., at Clinton, Ia. "Instead of receiving grain by truck and shipping by barge and rail, we are shipping in grain by rail and selling it to Iowa feeders. Why shouldn't feeders feed; with hogs at \$15.00."

* * *

R. C. BOOTH of Piper Grain & Milling Co., Cedar Rapids, Ia., notes the borders of Iowa's commercial grain producing territory have been pushed back farther west and north by conversion of grain producing farms to livestock production. "Feed business is good," he says, "and feeders are producing so much more that several of our elevators have become local grain exchange centers, buying grain from one farmer, and selling it to another who need more feed."

Getting Lumber for Grain Storage

Amendment No. to lumber order No. L-121 reads:

"(c) (1) (i) (d)—Any producer may sell, ship and/or deliver any construction lumber (either directly or through one or more intervening persons) to any person if such construction lumber is ultimately to be used for the construction, extension, remodeling, repair or maintenance of buildings or structures for the storage of agricultural products produced by farmers, planters, ranchmen, dairymen, or nut or fruit growers, or if such construction lumber is to be used for the packing, boxing, crating or stowing for shipment of such products; but only if there is endorsed on the purchase order or contract for such construction lumber the following statement, signed by the purchaser or by a responsible official duly designated for such purpose by the purchaser:

All construction lumber covered by this purchase order (or contract) is to be sold, shipped and/or delivered in compliance with paragraph (b) (1) (i) (d) of Limitation Order L-121 with the terms of which I am familiar.

Name By

Each endorsement made under the provisions of this Order shall constitute a representation to the producer and to the War Production Board that the construction lumber referred to therein will be used in accordance with the said endorsement."

The effect is to permit retail lumber dealers and other persons requiring lumber for permitted construction to build up stocks or

inventories of lumber. Lumber so accumulated, however, must be earmarked for construction or repair of buildings for storage of agricultural products or other permitted uses, and may not be released for any other type of construction order than that permitted by the paragraphs of the Order as amended.

Farm Granaries Sell Well

E. L. BROWN, operator of grain elevators at Chester and Stoddard, Neb., anticipates little difficulty with the wheat storage problem this year. "I began early to tell our farmers about the probable shortage in storage space at terminals, and advised them to empty farm cribs and bins, and to build new bins. They have taken kindly to the suggestion and something over 75% of them are prepared to store their wheat at home."

MAX CRAMER of the Citizens Lumber & Supply Co. in Chester reports selling and building 16 farm grain bins of the 500 and 1,000 bu. sizes to farmers of that area. These practical buildings are built with 8 ft. high, 2x6 inch studs, covered with tongue-and-groove siding, and roofed with shingles. Corners are protected with metal. One door is fitted up under the ridge of the roof, thru which the bin may be filled with a blower or farm elevator. Another door is fitted in a side to cover the customary sloping type of grain retainer pieces.

The 8x12 ft. size holds 500 bus. of wheat; the 10x16 ft. size holds 1,000 bus. Both sizes are mounted on skids so they can be dragged with a tractor to new locations on the farm as needed.

The 500 bu. size sells for \$126.40; the 1,000 bu. size for \$178, which makes the cost to the farmer of the larger size just under 18c per bu.

"Trouble now," says Mr. Cramer, "is to get carpenters to build these bins. Carpenters can get high wages in defense work. We've lost three of our carpenters that way."

"But for a real farm sales proposition for lumber yards you can't beat poultry houses and hog houses. We've built and sold 42 double hog houses this year."

A feature of the Cramer-built farm grain storage bins is that they are substantial buildings which may be converted to a number of other farm uses when farm storage of grain is no longer a necessity.

The grain storage capacity in Argentina amounts to 422,000,000 bus., the National Grain & Elevator Commission reports.



Debris of Elevator of W. C. Calhoun at Franklin, Ill., Wrecked by Tornado

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds are always welcome.

Neola, Ia., June 30.—Winter kill and bugs have taken what little wheat is raised in this area.—E. P. Burns, Dawson Grain Co.

Rockford, Neb., July 3.—Combines started here July 2; wheat yielding 20 to 35 bus., testing 60-62.—Rockford Gr. Co., A. L. Burroughs, mgr.

Filley, Neb., June 27.—A few days of dry weather are needed to prepare our wheat crop for harvest.—Walter Boyd, Farmers Co-operative Elevator Co.

Coon Rapids, Ia., July 1.—I have never seen a better looking corn and soybeans and oats than the crops now growing.—Wm. Grettenberg, Wm. Grettenberg Grain Co.

Beatrice, Neb., June 26.—We have urged farmers to stay out of their wheat fields until the wheat is dry enough to keep well. There is no place to put high moisture wheat.—Carl L. Aller, Aller Grain Co.

Buhler, Kan.—A hail storm recently wiped out half the wheat in this territory, J. C. Regier, president of the Buhler Mill & Elevator Co. reported. "It is the first time I have ever seen fields completely ruined by hail" he said.

Fairbury, Neb., June 25.—We expect little high protein wheat this year if the rains continue. Harvest will not start for two weeks, except for binders. We need about 10 days of dry weather.—W. E. Lea, Lea Milling Co.

Belleville, Kan., June 24.—Rains are damaging severely our prospects for a good wheat crop. Most of the wheat is about ready for harvest, but the farmers cannot get into the fields.—Effie Chapius, Belleville Mill & Elevator Co.

Jansen, Neb., June 26.—Much of the wheat is ready for harvest but farmers cannot get in their fields with combines due to continued rains. Good drying weather is needed to condition wheat for harvest.—O. H. Sollenberger, Farmers Union Co-operative Ass'n.

Shelbyville, Ind.—Indications that thousands of dollars worth of Shelby County's corn crop will be lost thru borer infestation is seen by H. W. Bright Brinson, county agent, who reports that damage has been found in 80 per cent of the fields. Infestation already is bad in early planted corn.—W. B. C.

Cottonwood Falls, Kan., June 16.—Farmers of Cottonwood Valley say a bumper second cutting of alfalfa is in prospect and the crop is making rapid headway. The first crop, cut about two weeks ago, was fair. All crops here are making excellent progress. The farm labor problem is quite serious and is getting worse.—P. J. P.

Winnipeg, Man., June 30.—Conditions over the province as a whole are adequately described by the word excellent. Wheat is doing particularly well in all districts and while there are some reports of uneven germination of late sown oats and barley, these are not of any great significance.—McCabe Bros. Grain Co. Ltd.

Plainview, Tex.—As much as 10½ ins. of rain fell in the southwest part of Hale County June 23. Ice from more than an hour's hail clogged highways, and lakes over-flowed. The storm that struck Hale and Lamb Counties laid waste to crops over an approximate 80 square miles area. Wheat harvest was just getting into full swing with one of the best crops in years in prospect.

Evansville, Ind.—Altho much of the wheat being threshed in the tri-state area is bleached and light in test weight, due to excessive moisture, it still will make good seed wheat if properly cared for, C. E. Skiver, wheat specialist from the Purdue University states. The great danger of injury to the seed value of wheat this year will come in the period after threshing rather than before.—W. B. C.

Minneapolis, Kan., June 23.—Persistent rains have left the ground so wet that wheat harvest will be slow, and drag out over many weeks. We have received but one load of new wheat—at our Ada station—and it tested 59 lbs. per bu. Yields have been cut by wind, hail, and excessive rain to 75% of the expected crop, but this will still leave a good crop if it dries off, for many fields promised 35 bus. per acre.—S. E. Jackman, Jackman Elevator.

Pratt, Kan., June 15.—Harvest is on in Central Kansas with combines now harvesting the winter barley. Heavy dashing rains stopped many combines and drove the crop to the ground, tho much of it recovered from the rain and wind. Heavy yields are reported from fields of South Central Kansas with winter barley yields ranging from 30 to 45 bus. to the acre. Spring barley is not yet ripe and no wheat has been combined. Wheat yields thru Central Kansas have been reduced by heavy storms.—F. J. P.

Minneapolis, Minn., July 1.—Low temperatures and cloudy skies with intermittent rainfall have continued as the pattern of northwest weather during the past two weeks. Warm and sunshiny periods have continued to be of brief duration. As a result, small grains have developed slowly but continue to maintain their highly satisfactory condition. While the crop is late as a result of the character of the growing season, small grains are headed except for the northern districts, are filling properly and, in the south, rye fields are beginning to take on color. Moisture generally is ample for present needs and, in many districts, sufficient to mature crops.—Van Dusen Harrington Co., By Paul C. Rutherford.

Decatur, Ill., July 3.—A battle to control the weed situation in the corn fields has been on all week, and considerable improvement is evident over last week. In some of the wet areas corn, already waist high, was cultivated for the first time. In these fields they will do well to get the corn crossed before it is too large to be cultivated. In the drier sections of the state, which are principally in north central Illinois, growers have caught up on the cultivation of their corn. Some of the fields are being cultivated for the third time, and some are laid-by. In the Decatur area and south, due to excessive rainfall, the crop will not get the usual amount of cultivation.—Baldwin Elevator Co.

Minneapolis, Minn., June 26.—Spring wheat and durum are making good progress and a luxuriant growth is reported from nearly all sections of the spring wheat territory. Quite a few reports are being received of deterioration to the barley crop from various causes. These complaints come mostly from Wisconsin, Nebraska, Minnesota and the Dakotas where most of the barley is raised. Such indications point to a lower estimate than the Government released on June 1st, and prospects are dwindling for a record crop of over 400,000,000 bus. Rains and cool weather have affected the corn crop in some of the southwest states, but over the main corn area of Nebraska, Iowa and Illinois the crop has made favorable growth, especially in Iowa, the largest corn-growing state. The corn crop is in all stages of development; some areas still planting, others knee high and some waist high in a few areas. Many sections were delayed by wet fields and inability to get the seed in early. This late planting will probably be affected by early frost this fall.—T. R. Shaw, editor, Cargill Crop Bulletin.

Winchester, Ind., June 27.—There are thousands of acres of corn that have not yet been cultivated once, but there is a remarkably good stand, beautiful color, never saw cleaner corn, so it is off to a fair start. With fine weather from here on I think we will raise a corn crop, because of the condition of the ground it is clean and a beautiful stand and the shortest of it will be knee high by the 4th of July and plenty of it has been plowed twice that will be too high to cultivate any more.—Goodrich Bros. Co., P. E. Goodrich, Pres.

Lansing, Mich., June 1.—The winter wheat crop headed earlier than usual. The growth of straw in many areas is shorter than average but the condition is uniformly good in all except a few counties along the southern border of the State where May rainfall was deficient. On the basis of the reported condition of 86 per cent of normal, an average yield of 22 bus. per acre is expected, which, if obtained, would give a production of 14,916,000 bus. as compared with 16,368,000 bus. harvest the preceding year. Michigan rye crop is expected to reach 1,078,000 bus. in comparison with 783,000 bus. last year. On the basis of intended acreage to be planted and a June 1 condition of 87 per cent, the prospective oats crop will be around 49,500,000 bus., or 8 per cent greater than last year's. The condition of barley is 2 points higher than on the same date last year and 8 points above average. The indicated production is around 6,800,000 bus. or about 300,000 bus. more than in the preceding year.—U. S. Dept. of Agr., Vern H. Church, Sr. Agr. Statistician.

The Flaxseed Crop

Minneapolis, Minn., July 3.—This week's rains were most welcome in Iowa, Montana and North Dakota and were really not unwelcome in South Dakota and Minnesota except in parts. Temperatures during the past week have been ideal and sunshine, mixed with rain, has been the rule. The frost of a week ago did some damage in Western North Dakota. In the Northern zone where the planting was delayed on account of wet fields, the flax plants are just barely starting to bloom, and some rust is noticeable. This rust will do some damage but probably not serious damage, and continued moderate temperatures from now on with intermittent showers are much to be preferred to the hot, dry spells we usually experience in July and early August. The condition of the flax crop is favorable over the territory, as a whole.

In California harvesting of the new crop has made good progress and about one and a half million bushels have been marketed to date. Field yields are averaging around 18 to 20 bushels to the acre. In Kansas the weather has cleared. Illinois reports that their flax is in very good condition and Iowa states that the flax crop looks good except where beaten down by storms. One line elevator company estimates a yield for the Northwest of 11 bushels of flaxseed per acre.—Archer-Daniels-Midland Co., Philip S. Duff.



235,000 bus. Trench Silo of Burke Grain Co., at Little River, Kan.
[See facing page]

Burke Uses Trench Silo to Create Grain Storage

The Burke Grain Co., at Little River, Kan., is using the trench silo idea of western farmers to create 235,000 bus. of bulk storage space and relieve the wheat storage famine in its community.

The trench is cut in the side of a hill adjacent to the Burke elevators. It is 150 ft. long, 60 ft. wide, and 20 ft. deep. The steep sloping bottom of the trench is covered with 1½ or more inches of reinforced concrete. In the bottom is a screw conveyor box housing a 9-inch Ehrsam screw conveyor, run by a 15 h.p. inclosed motor to draw grain back into the elevator.

Above the sloping floor of the trench is a double brick wall 8 ft. high, and over this is a roof, sloping 14 ft. up to the ridge. Under the ridge of the roof is another 9-inch Ehrsam screw conveyor to deliver wheat into the storage. The combination of trench and building will hold 235,000 bus. of wheat, according to Mr. Burke's calculations.

But the real purpose of the huge bin is not storage, says W. L. Donnelly, who manages the Burke grain interests at Little River. Its purpose is to provide turning room for wheat in another huge flat-bottomed bin that the company has just completed behind its elevator, altho the bin might be used for storage should this become necessary.

The real storage bin is a flat bottom structure 160 ft. long, 40 ft. wide, and 30 ft. high to the plate. This bin will hold 200,000 bus.

It is built of 2x8 studding on 12-inch centers, with 4x6-inch "whalers" (that is what Mr. Donnelly calls them) every 5 ft. up the walls on the outside. The studding is sheathed up on the inside with car siding. The "whalers" are tied across the building every 42 inches with ¾ths inch rods. The corners are similarly tied with ¾ths inch rods. The building is further braced with 8x10 beams from 4 ft. concrete footings near the middle of the concrete foundation and floor to the 20 ft. plate. Four such braces strengthen the building from the inside on each side. Mr. Donnelly says they do the job. Altho it was empty, the building failed to weave in a 70 mile an hour Kansas wind during a storm soon after the building was erected.

The building is covered with a frame roof rising 14 ft. to the ridge above the plate. Under the ridge of the roof is a 9-inch Ehrsam screw conveyor driven by a 15 h.p. inclosed motor,

which delivers grain into the structure from the elevator.

The same kind of screw conveyor sets in a 6 ft. high conveyor tunnel and walk-way in the reinforced concrete floor of the structure. This connects with the elevator's conveyor boot.

The Burke project has sort of grown, like Topsy. Transfer elevator for the storage is the original 35,000 bu. studded structure which W. H. Burke bought in 1914.

W. H. Burke expanded his storage facilities by adding concrete tanks in 1920. He added to these again in 1930 and in 1940 to provide storage for 275,000 bus. in 7 tanks and 4 inter-space bins. This space, with his starting elevator, gave him 310,000 bus. of space, all of which was filled with C.C.C. wheat.

Unable to get shipping instructions to relieve his facilities, Mr. Burke decided on the huge bulk bin and the trench silo plan for additional space. These raise the total of his federally licensed and bonded storage space to 800,000 bus.

C.C.C. wheat from the concrete tanks is being moved into the bulk storage bins. In addition, Mr. Burke is holding 50,480 bus. of C.C.C. wheat in a converted cattle barn that was originally designed to hold feed grains.

Mr. Burke is a large cattle feeder, and owns varying acreages of farm land around Little River, depending upon his land trades.

In the last Kansas election he was a runner-up for governor, 9,000 votes winner until the absentee vote was counted and he lost by a thin margin to Gov. Payne Ratner. This year his hat is in the ring again for the governorship.

W. L. Donnelly, who looks after his grain and cattle interests at Little River, has been associated with him since 1914.

Western Hemisphere Expects Large Rice Crop

Should the 1942 rice crop in the Western Hemisphere turn out as now expected the quantity available will be sufficient to meet estimated normal Hemisphere requirements of around 5,200,000,000 pounds, while at the same time allowing a surplus of at least 400,000,000 pounds for lend-lease and stock piles, the Department of Agriculture has reported.

In the United States the stocks of old-crop rice on Aug. 1 will be the lowest in several years. It was pointed out, however, that present crop prospects combined with the record acreage indicated a crop substantially larger than that of any previous harvest. Canada, nor-

mally requiring 30 to 50 million pounds annually, has been obtaining its needs from the United States, Mexico, and Brazil. Mexico's supplies from the 1941 crop are still ample but exports have been prohibited since April 29 in order to build up the stock pile.

The Caribbean countries constitute the largest deficit area of the Hemisphere, with annual net import requirements ranging from 700 to 800 million pounds. In Cuba, where annual import requirements are about 400 million pounds, current stocks plus purchases already made were believed sufficient to meet the needs until the new United States crop becomes available. About the same can be said for Puerto Rico where annual import requirements amount to 225 million pounds. The British West Indies, which require from 90 to 100 million pounds, have relatively small stocks but sufficient supplies should be available from South American countries for that area. The Dominican Republic, formerly a deficit country, has an exportable surplus this year of 15 to 20 million pounds.

Central America is a deficit rice producing area to the extent of about 20 million pounds, according to the report. The principal areas requiring imports this year will be the Republic of Panama and the Canal Zone. Only small quantities are needed by Costa Rica and Honduras.

In South America, as a result of favorable weather and acreage expansion, more countries will have a rice surplus this year than at any time in history. For the Continent as a whole, the net export surplus should amount to at least 250,000,000 pounds.

Undaunted by his inability to get a priority that would permit him to install a drinking fountain at his elevator, W. M. Vascomcelli, manager for the Salina Terminal Elevator Co. at Ellsworth, Kan., undertook to construct his own. A piece of water-pipe led up from the office plumbing thru a concrete stand, with a basin formed in its top by means of a large-size funnel, did the trick. It isn't fancy, but it provides drinking water for thirsty truckers.

The Kansas Wheat Crop

Kansas City, Mo., June 30.—Having completed quite an extensive trip over the wheat territory covering Central, Northwest, and Western Kansas, we were much encouraged by the lack of damage from excessive moisture especially in the western half of the state where prospects as a rule remain particularly bright. If the weather will now turn off normal, harvest will be in full swing by the middle of this week. The damp cool weather has held back cutting as the wheat is ripe over most of the section, but the fields are too soft for machinery to be operated.

The eastern half of the state does not present a favorable picture, and much of the seeded acreage has been lost by floods and heavy downpours which have put a large part of the wheat down so that it will be impossible to get with a combine or a binder; and even then the quality has been greatly impaired so that yields will be below normal over almost all of the eastern half of the state and some wheat will never be harvested.

The northwest fourth of the state is the part of the area that presents a most glowing picture. We have traveled that area for a good number of years, and we have never seen such an outlook for final production as the picture presents today. The only possible calamity now would be from hail or a continuation of heavy rains such as we have had in the eastern part of the state. Wheat is ripening fast, and a few days of bright sunshine and good breezes will make that wheat ready for harvest. We predict that some unusually high yields will be heard of in that whole district, which in our opinion to a great extent will make up for losses suffered in other parts of the state. Harvest is now progressing as far west as Gove, Sheridan, and Decatur counties.

So far, the general quality of the new crop can be considered as good. We believe that when they are able to get into harvest, we will find the test weight running about normal and we also believe there will be an average normal protein over the territory. The important thing right now is the need of dry, clear harvesting weather so that the crops that are now made in the fields can be gathered. After allowing for the damage it is our opinion that the above-normal yields over a rather wide area in the western half of the state will still give Kansas a production for 1942 of around 175,000,000 bus.—H. L. Robinson.



200,000 bus Storage Bin with 35,000 bus. Studded Elevator and 275,000 bus. Concrete Elevator of the Burke Grain Co., in the Background at Little River, Kan.
[See facing page]

Hoosier Dealers Enjoy Purdue

The beautiful Memorial Union Building, Purdue University, Lafayette, Ind., was the scene of the mid-summer meeting of the Indiana Grain Dealers Ass'n, June 29. This meeting attracted one of the largest gatherings of country grain shippers in recent years. The Hoosiers turned out in large numbers not only to get more information on how to conduct their business under wartime regulations, but to enjoy an outing at their beloved Purdue.

Sunday Afternoon at Purdue

Typical golf weather greeted the participants in the Association's annual summer golf tournament, held Sunday afternoon, June 28 at the West Lafayette Country Club, Lew Hill, Indianapolis, directing.

Three tie scores attested to the closeness of the play, and the evenly matched players. The winners, each carrying away War Savings Stamps, were: Wm. Kerlin, Delphi and M. F. Gilerist, Indianapolis, tied for first prize with Low Gross; R. B. Williams, Cincinnati, 1st low net took second prize; E. P. MacNicol, Chicago, 2nd low net, third prize; Earl Disbrow, Peoria and Herb Edwards, Indianapolis, tied for the 4th prize, having 3d low net; E. K. Sowash, Crown Point, 4th low net, 5th prize; W. M. Sloan, Toledo, 5th low net, 6th prize. The high score gross, winner of the 7th prize, L. J. Schell, Indianapolis and W. J. Walton.

Sunday Evening

The Men and their ladies gathered in the Faculty Lounge of the Union Building, Sunday evening to hear Dr. R. L. Phillips of the Purdue Dept. of History, discuss Russia. His listeners heard many new facts about this amazing country.

Monday Morning Session

PRES. C. T. WILSON, Sulphur Springs, opened the first session Monday morning and presented H. J. Reed, dean, College of Agriculture, who extended a cordial welcome to the visitors.

M. M. JUSTIN, state statistician, Lafayette, reviewed the Indiana grain crop outlook, saying: There is an increased acreage planted to corn, and the crop is in good condition. There will be a much larger crop of oats than in former years. We have two crops of oats, one planted before the April rains and one after. A tremendous increase in the barley acreage should give us a large crop. We have a larger rye acreage, but a lower yield than a year ago. Our wheat yield will be down to the ten-year average, with a 15% to 16% cut in acreage. Our best yields of wheat will come from the Ohio river counties. The cold weather last winter had a great deal to do with our shorter wheat crop.

FREEMAN BRADFORD, Traffic Mgr., Indianapolis Board of Trade, spoke on Wartime Transportation which is quoted elsewhere in this number.

E. E. ALLISON, chairman Permit Committee, Indianapolis, explained in detail the permit system which has been developed by his committee to govern shipments of grain to his market, stating that the permit system is the most efficient means of handling shipments under present conditions. Mr. Allison also stated that distressed grain would be given preference; that the AAA would cooperate in the handling of this grain; that trucked grain would not come under the regulations.

RAY B. BOWDEN, exec. vice-pres. Grain & Feed Dealers Nat'l Ass'n, supplemented his discourse on Grain and Feed Trade Problems by calling attention to the centralized control, exercised by government agencies, on grain from the time it is planted until it reaches the ultimate consumer as food or feedstuffs. Mr.

Bowden explained what the March ceiling meant to the trade stating: "If you operated without profit in March you must charge the same rates after July 1. No doubt you were forced to do this to meet competition, but your highest price in March will now prevail. If you made no sales of a certain commodity in March, but sell this commodity after July 1, you must go to your nearest competitor and learn his highest price on that commodity during March. His highest price establishes your ceiling."

Mr. Bowden also discussed pending legislation and new rules and regulations.

Monday Afternoon Session

J. E. WELLS, JR., Ass't to Sec'y of Agriculture, reviewed the work of his committee on Storage and Transportation, and its meetings held at the various markets throughout the country. He expressed great satisfaction with the hearty cooperation he was receiving from the grain trade. Mr. Wells said: "It is a difficult matter to adjust a war economy to freedom loving people like we Americans. To win this war and to get the kind of peace we want, calls for all the ingenuity and complete cooperation of everyone. We have not been rationed on anything raised in America. So far we have avoided this."

"It is difficult to get anything from the WPA unless it will 'float, shoot or fly.' As grain storage bins will do none of these things, we have had no new construction which calls for critical materials. Steel bins of 100,000,000 bus. capacity have been emptied, and these bins have been shipped from the corn producing areas to the wheat surplus states. An extensive program for the construction of pre-fabricated wood bins is now under way. These will be sold to farmers for storage on the farm, the real answer to the present grain storage problem."

"A large amount of grain has been moved for alcohol, and this will increase as the alcohol capacity of the distilleries increases. The use of grain in the making of rubber is still in the experimental stage. The CCC loan program is one of the greatest motivating factors yet devised, and has been of inestimable benefit."

"Extra curricular" storage such as churches, automobile sales rooms, etc., if run in connection with an elevator, are being encouraged.

Mr. Wells also discussed the reconcentration

of grain, export, the permit system and the milling of flat wheat.

LEE PATRICK, Loan Supervisor, Indianapolis, discussed the progress being made on the grain storage problem in Indiana stating that contracts had been let for 800 pre-fabricated wood bins of 1,610 bus. each, and for 500 of lesser capacity, the 1,300 bins having a total capacity of 2,000,000 bus. He stated it would take two men two days to construct one of these bins on the farm; and that the first delivery would be made in a few days.

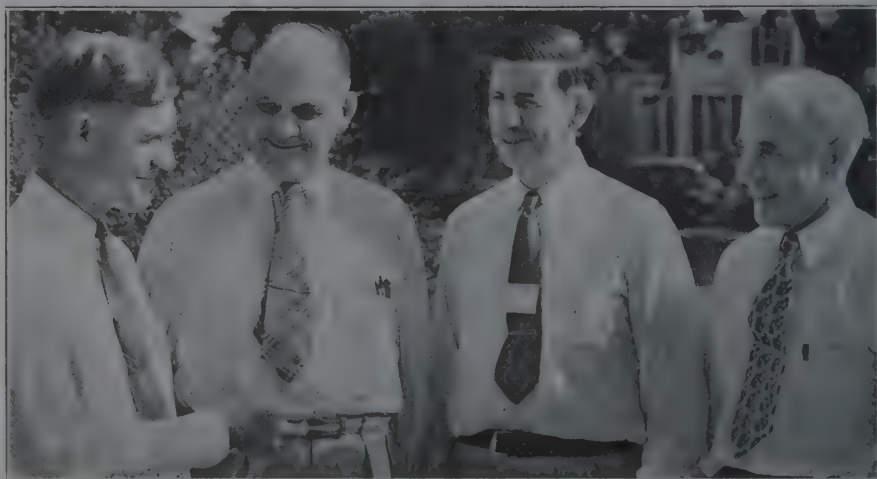
WALTER PENROD, So. Whitley: The splendid talks you have just heard, explaining some of the things with which we are confronted in the conduct of our business under wartime regulations, should give you some idea of the value of an organization such as this. The speakers have been brought here to explain these various regulations. The bulletins you receive from Sec'y Sale's office keep you up to date on your responsibilities. Never before has there been a time when the need for this organization was greater, and the association needs the support of every member of the trade in this state, in order to better serve them. Each member should bend every effort to bring in new members. If your competitor is not a member call on him and point out its advantages, and I am sure you will have little difficulty bringing him into the fold.

PRES. WILSON: Now more than ever we must keep business and the association alive. Our responsibilities as business men, demand uniform business practices. We must urge and foster better relations between competitors. Under present conditions, and with a war to win, there is no place for cut-throat business methods, in fact we should do away with it for good. In most instances such business methods are due to misunderstandings, so we must have a better understanding of the other fellows problems.

HAROLD GRAY, Crawfordsville, asked what reaction had been noted from notices on federal regulations on charge accounts. Some of the dealers present had used them with good results, and others stated customers had come in and asked about these regulations before the notices had been sent out. It was the consensus these regulations would be quite effective in collecting backward accounts. Many, however, were of the opinion that a customer, if cut off by one dealer to whom he was indebted, would go to the competitor.

G. F. BURNETT, State Director ODT, Indianapolis, reviewed ODT General Order No. 5. He stated he was convinced there would be no new vehicles during the duration, and cau-

At Purdue with Hoosier Dealers



Left to right: Pres. Carl T. Wilson, Sulphur Springs; Freeman Bradford, Traffic Mgr. Indianapolis Board of Trade; Sec'y Fred K. Sale, Indianapolis; E. E. Allison, Chairman Grain Permit Committee, Indianapolis

tioned operators of trucks to warn their drivers to take especial care of the trucks. This should not be difficult, he stated, as the driver can clearly be shown he will be out of a job if the truck is out of commission. Mr. Burnett also suggested that all parts be retained, as the time may come when they can be repaired and replaced in the vehicle.

PRES. WILSON after expressing gratitude for the large attendance, adjourned the meeting.

The Purdue Banquet

Monday evening the visitors assembled in the spacious Ball Room of the Union Building for the banquet. Throughout the meal music was furnished by a Purdue student. Sec'y Sale introduced The Mormalnors, four Elders in the Church of the Latter Day Saints, who appeared several times and their singing of hymns and well known songs of the recent past, was greatly enjoyed.

WILLIAM DERN, Cincinnati, was the speaker of the evening, his subject being Funny Propaganda.

Convention Notes

The excessive heat caused the early shedding of coats, and the ladies encouraged it even at the banquet.

Registration was handled by A. F. Leif and H. W. Marsh of the Grain Dealers Mutual Fire Ins. Co. ably assisted by Miss True, Ass't Sec'y of the Ass'n.

The beautiful lounges attracted the weary, and the comfortable chairs were forsaken only to answer the call of the convention sessions.

While the men ate their Monday lunches in the Union Building restaurants, the visiting ladies were served luncheon in the Home Economics Building. Following the luncheon they enjoyed a brief talk and a demonstration of Home Economics Work by Dean Mary L. Matthews. Then followed a personally conducted Campus Tour.

In Attendance at La Fayette Meeting

INDIANA SHIPPERS: S. J. Alexander Crawfordville; C. S. Anderson, Stockwell; G. L. Arnold, Poneto; Ada Abersol, Montmorenci; C. L. Aukerman, Amboy; B. L. Adomelt, Louisville; E. B. Adamson, Hagerstown; Russ Bailey, Nappanee; H. F. Bahler, Remington; C. E. Bahler, Galveston; S. G. Beatty, Earl Park; Russel Brown, Carl; Tom Burke and Avon Burke, Decatur; E. S. Brewer, Kentland; C. J. Brewer, Crawfordville; Walter Beck, Shelbyville; L. S. Conarroe, Frankfort; F. A. Clements, Economy; Roy Camp, Monticello; Maurice Campbell, Bunker Hill; K. B. Cook, Zionsville; H. W. Cripe, Plymouth; D. W. Crutchfield, Raber; Neal Costlow, Kirkland; C. C. Currans, Greentown.

Paul Darnall, Coatsville; R. M. Davis, Tipton; A. L. Doran, Plymouth; H. W. Dodge, Kentland; Walter Donselman, Aurora; Kenneth Engler, Dayton; Herb Edwards, Oxford; Don Fitzer, Walton; W. E. Funk, Kentland; Adam Egly, Geneva; L. E. Greenwood, Rensselaer; M. F. Gilgrist, Peru; W. A. Gray, Kirkpatrick; L. A. Garner, Lawrenceburg; Harold Gray, Crawfordville; Roy Graham, Lebanon; Glenn Gartin, Sims; Miles Gooding, Frankton; E. M. Haynes, Portland; Robert Hartman, Boston; J. W. Hubbard, Monrovia; Lowell Hutchinson, Arlington; R. L. Hogue, Silver Lake; J. M. Heider, Clifford.

Vawter Irwin, Madison; Richard Irwin, Madison; Don Jenkins, Noblesville; F. E. Jones, Boswell; John Klefer, Elwood; G. K. Keever, Warren; Otto Koeman, Preble; C. Keys, Fortville; Ralph Kauffman, LeRoy; John Konousky, De Motte; C. L. Lidster, South Kaub; P. E. Legge, Uniondale; Lawrence Lake, Coifax; John Leibl, Greentown; J. E. Lynch, Darlington.

H. E. Miller, Bainbridge; W. M. Moore, Covington; R. J. Martin, New Paris; V. W. Moore, Kirkland; D. E. Merrick, Dunbridge; E. E. McMichael, Crown Point; F. L. Myers, St. John; R. L. Mossburg, Warren; H. G. Myers, Crawfordville; Howard Mutz, Edinburg; H. E. Miller, Greentown; R. O. Naylor, Modoc; Harold Nelson, New Paris; G. M. Neidinger, Winchester; W. R. Owens, Romney; Ralph Overman, McGrawsville; R. J. Price, Frankfort; Mavin Peacock, Winchester; Walter Penrod, South Whitley; V. E. Pierce, Moreland; A. B. Martin, La Fontaine; George Pasko, Simpson; J. E. Pape, Fowler; G. A. Pritchard, Fortville.

Robert Jacobs, Tipton; C. F. Reeves, Charlottesville; C. A. Redibaugh, Greenwood; F. D. Roberts, Monticello; Lloyd Rumsyre and L. R. Rumsyre, Columbia City; G. R. Strub, Crawfordville; Clay Sparks, Fishers; Max Sellers, Forest; C. A. Showalter, Burnettsville; K. H. Stump, Nappanee; G. H. Schooler, Marion; W. F. Shirley, Blountsville; Ralph Snyder, Taylorville; Don Smith, Cambridge City; Tom Syler, Plymouth; W. M. Schnalter, Martinsville; Paul Strook, Hudson; Eph. Sonash, Crown Point; K. M. Sowers, Lebanon; C. W. Shuman, Logansport; William Steeb, Crown Point; W. N. Strauch, Royal Center; Harold Sharp, Carlos; R. F. Thompson, New Market; George Tucker, Peru; Bennett Taylor, Francisville; Carl Vangundy, Oak; T. B. Wilson, Russellville; J. F. Witte, Hoagland; John Weisel, Portland; Carl Wilson, Sulphur Springs; J. R. White (Shideler), Eaton; Earl C. Yount, Plymouth; Earl W. Zeider, Oak.

INDIANAPOLIS: R. W. Garten, Charlie Weirick, Dick Springer, C. H. McEwan, O. P. Larimore, Lew Hill, W. E. Hart, H. D. Burge, Freeman Bradford, Everett Allison.

FORT WAYNE: L. A. Vogel, Allied Seed Co.; W. B. Krueck, Allied Mills; Harry Cooper, E. W. Korte, B. A. Townsend, Earl McCoy.

BUFFALO: H. H. Richardson.

ILLINOIS: J. H. Summers, Squire Cavitt, Gene Floyd, Ralph Cassidy, George Slinghoff, George W. Altorfer, Chicago; R. E. Disbrow, Lamson Bros., Peoria; Ben Bishop and W. L. Smith, Sheldon; H. J. Sterrenberg, Crescent City.

FEED AND FEED INGREDIENT Representatives: J. A. Lee, Bob Crawford, O. P. Gossett, Fred Schmidt, R. B. Williams, A. L. Zimmerman, E. G. Horst, Sheldon Clark, Abie Polstra, J. F. Small, Frank J. Tolford, W. J. Walton, Cliff Cox and G. J. Connelly.

MACHINERY Representatives: W. B. Short, Sidney Grain Machinery; C. W. Gottam, Prater Pulverizer Co.

War-Time Transportation

By FREEMAN BRADFORD, traffic mgr., Indianapolis Board of Trade, before Indiana Grain Dealers Ass'n

The time spent in Washington, and the service on these committees, have enabled me to gain some first-hand information as to the necessity for the many things that are happening in connection with our transportation problems.

When Service Order No. 68 was issued, which required the shipper to load to the tariff minimums the car actually used and prohibited the use of a large car when a small car had been ordered and the protection of the minimum for the small car, many grain shippers were of the opinion that the order would create an insurmountable condition and would not be workable. However, a trial has demonstrated that at least for the period of the duration, grain shippers are willing to co-operate to bring about the most efficient use of the box car equipment.

In the first few weeks after the order was effective, my desk was flooded with complaints but these complaints have now dwindled to practically nothing. I realize that the order did create some hardship in handling orders for small lots of grain but I think all will agree that it is more important to conserve cars for movement of war material than it is to permit some isolated movements of small quantities of grain.

DEMURRAGE—One important order which was seriously considered was the question of seven days demurrage week with twenty-four hours free time; all Sundays and holidays to be eliminated as free days. When it was pointed out to the Colonel that many industries due to conditions beyond their control, such as being operated under priorities, were not and could not work seven days a week a compromise was effected whereby the free time of forty-eight hours remained in effect, and after the expiration of that free time Sundays and holidays would be considered as demurrage days, and the four demurrage days at \$2.20 per day were reduced to two days.

ELIMINATION OF THE AVERAGE AGREEMENT was another contemplated change. It was pointed out to Colonel Johnson that the elimination of the average agreement would not in their opinion bring about any material improvement in the unloading of cars, but in fact would have the reverse effect because large receivers of carload freight would insist

that the oldest cars be switched out and set for unloading causing additional terminal delay. As the result of our conference, the rule was amended and the only change is that shippers will be required to surrender two credits to offset one debit.

SHIPPER'S RIGHT TO ROUTE his freight.—It was pointed out to the Bureau of Service that in connection with the grain and milling trade that the initial shipment was generally from the country to large terminal or milling centers, and that the business was conducted entirely under transit, that the transit privileges were predicated on the use of certain tariff routes, that if the shipper was deprived of the right to route, he would likely be deprived of his transit and we were assured that insofar as the grain and milling business is concerned, the transit and reconsignment after inspection would be retained.

PROPOSAL THAT CARRIERS COLLECT DRAFTS.—Another serious proposition considered was the elimination of the right to use the shipper's order notify B/L, and the establishment by the carriers of a collection service for C.O.D. shipments. I am happy to say that after it was explained that the grain business was transacted almost 100 per cent on S/O B/L, that due to bank credits and other commercial considerations the railroads could not perform the service, the matter has been at least for the present placed on the shelf.

THE MOST IMPORTANT CONSIDERATION at the present time is the shortage of locomotive power. The American railroads are now handling this increased ton mileage by the use of all available power, and I am happy to say that up to this time this performance has been made possible by the helpful co-operation of the shippers in loading cars as full as possible and by the prompt loading and unloading.

If you have 80,000 pounds, or 40 tons, to load, the total gross weight of the lading in two cars would be approximately 80 tons, but if that 80,000 pounds, or 40 tons, of lading is placed in one car, you have a total gross weight of 60 tons, thereby eliminating the hauling of 20 tons, or the tare weight of the second car.

In 1941 the railroads increased their per mile day of locomotive performance by 12.4 miles per day for freight engines, and approximately 4.5 miles per day for passenger locomotives.

As a result of Office of Defense Transportation Order No. One, requiring the railroads to load their merchandise cars with heavier lading at their freight stations, the railroads themselves have effected a tremendous saving in the actual cars used as well as the tonnage hauled by the locomotives.

Many other propositions were considered affecting the grain trade such as the elimination of the reconsignment after inspection, all of which have been either greatly modified or entirely canceled. So, you can see that it is not the policy of the bureaus in Washington to issue orders just because they have authority to do so.

However, I will say that from experience and observation it will not be to the best interests of shippers generally to appear before the powers-that-be in Washington and continually say no to every proposal brought forth, but where it can be shown that such proposals are not workable, or would create undue hardship, you or your representatives must be able to offer a plan to take the place of the one proposed, or to at least offer a compromise; if this is not done the impression will be gained that the shippers are just generally in opposition and you will be faced with mandatory orders which will create real hardships.

PERFORMANCE OF THE AMERICAN RAILROADS.—The railroad ton miles in 1940 increased 11.9 per cent over 1939; in 1941 the increase was 27.3 per cent over 1940, and for the first three months in 1942 the increase was 28.7 per cent over the first three months in 1941, or the cumulative increase 1942 over 1939 of 83.4 per cent. Bear in mind that this has been brought about with very little increase in either cars or locomotives.

VOLUME OF TRAFFIC TO SWELL.—There is no doubt that with the increased production of our assembly lines which will no doubt be speeded up further due to the adverse and discouraging news which we have received from the front, and the prediction of an army of from eight to ten million men that the transportation problem of the United States will be greatly aggravated as the increased tonnage is offered to the carriers.

The delivery of new cars and locomotives to the carriers will be further held up by priority orders as the army and navy are now taking most of the material necessary for the construction of cars and locomotives. In fact, the same sheet steel used for the construction of gondola and hopper bottom open type cars can be used in the building of ships. It is apparent that everyone concerned with transportation must lend every cooperative effort toward the increase in the amount of tonnage handled by our present railroad plant.

The shippers of the United States have, thru the efforts of the National Industrial Traffic League and the Shippers' Regional Advisory Board, co-operated to a wonderful extent in bringing about the required result. However, the peak of co-operation has not been reached and unless such co-operation is forthcoming, the many orders coming out of Washington will be mandatory in every sense of the word.

Regardless of any suggestions or advices received from the shippers' committees and as a member of one of these committees, I most earnestly implore you shippers to load your cars as heavily as possible, to load and unload them as quickly as possible, to forget your past privileges and to concentrate on one supreme effort; that is, winning of the war.

Wheat Movement in June

Receipts and shipments of wheat at the various markets during June, compared with June, 1941, in bushels, were:

	Receipts		Shipments	
	1942	1941	1942	1941
Baltimore	743,993	3,108,591	353,168	1,331,995
Chicago	561,000	963,000	1,189,000	1,120,000
Duluth	3,611,330	5,776,759	3,639,140	5,224,317
Ft. Worth	4,190,200	2,853,800	978,600	709,100
Hutchinson	3,082,050	3,621,490	.....	.....
Kan. City	4,774,400	16,924,800	2,392,885	11,602,910
Milwaukee	9,420	2,268,650	2,800	554,400
Minneapolis	8,991,000	13,267,500	3,099,000	2,398,500
Omaha	1,322,449	3,147,557	455,000	2,035,620
Ogden	530,000	664,000	273,000	140,000
Peoria	216,333	113,800	289,333	126,900
Philadelphia	62,298	57,962	102,171	32,193
St. Louis	604,500	3,496,000	394,500	2,997,000
Superior	2,001,337	2,584,643	1,974,770	1,401,861
Wichita	2,374,400	4,577,600	572,800	2,150,400

Soybean Movement in June

Receipts and shipments of soybeans at the various markets during June, compared with June, 1941, in bushels, were:

	Receipts		Shipments	
	1942	1941	1942	1941
Chicago	814,000	691,000	281,000	298,000
Milwaukee	32,890	64,860	.....	.....
Minneapolis	36,000	22,500	.....	.....
Omaha	.....	1,300	.....	.....
Peoria	157,050	244,200	227,600	319,150
St. Louis	17,600	8,000	8,000	11,200

Barley Movement in June

Receipts and shipments of barley at the various markets during June, compared with June, 1941, in bushels, were:

	Receipts		Shipments	
	1942	1941	1942	1941
Baltimore	13,614	13,777	.....	.....
Chicago	1,026,000	751,000	492,000	181,000
Duluth	127,820	660,111	249,725	661,565
Ft. Worth	107,200	11,200	4,800	3,200
Hutchinson	51,250	61,250	.....	.....
Kansas City	436,800	299,200	400,000	267,200
Milwaukee	2,725,180	2,317,560	800,650	748,725
Minneapolis	3,292,500	5,802,900	2,813,500	2,510,900
Omaha	414,400	35,200	465,670	18,027
Peoria	336,100	240,000	136,500	151,200
Philadelphia	5,425	1,240	443	801
St. Louis	233,600	121,600	72,000	14,400
Superior	50,945	314,551	187,539	328,702
Wichita	4,800	3,900	.....	2,600

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Salina, Kan., June 23.—First car of new country run wheat arrived at Salina today. It tested 60 lbs., 15.4% moisture, 11.5% protein and sold at 2½¢ under Kansas City July Option.

Madisonville, Ky.—Shipment to Memphis of 26,000 bushels of wheat, acquired by the government from growers who defaulted on government loans, is expected to be completed June 29. —A. W. W.

Petersburg, Ind.—New wheat is being offered at \$1.06 a bushel, but owing to scarcity of storage, buyers are taking but a small amount of grain. Many farmers are preparing to feed their wheat and barley to the hogs.—W. B. C.

Cook, Neb., June 27.—Farmers in this area have been repairing farm bins to hold wheat. We expect no storage problem; nor do we expect any heavy movement of free wheat with the current difference between the C.C.C. loan level and the cash price.—F. H. Effken, Farmers Lumber Co.

Enid, Okla., June 27.—A summary of over 2,000 cars of new wheat received at Enid to date shows an average test weight of 60 lbs. ranging from 55.8 to 63.5. Moisture ranged from 10.5 to 15.9% and averaged 13.1%. Average protein on 1,741 cars at that market was 12.03%, ranging from 10.25 to 14.10%. From June 19 through June 25, a daily average of 39 cars of tough wheat was received.

Corn Movement in June

Receipts and shipments of corn at the various markets during June, compared with June, 1941, in bushels, were:

	Receipts		Shipments	
	1942	1941	1942	1941
Baltimore	316,191	205,957	.....	192,767
Chicago	7,984,000	6,364,000	4,524,000	4,817,000
Duluth	2,063,110	3,637,627	2,838,695	4,300,862
Ft. Worth	181,500	61,500	43,500	90,000
Hutchinson	.....	1,500	.....	.....
Kansas City	2,854,300	425,000	2,947,500	1,233,000
Milwaukee	821,300	353,400	400,750	916,800
Minneapolis	1,320,000	1,294,500	1,587,000	3,160,500
Ogden	12,000	6,000	.....	.....
Omaha	1,083,341	412,566	2,184,000	786,343
Peoria	3,741,500	2,831,700	884,450	1,609,900
Philadelphia	1,423	128,808	2,660	82,077
St. Louis	1,324,500	606,300	772,500	443,400
Superior	1,882,984	1,911,722	1,977,391	2,982,101

Rye Movement in June

Receipts and shipments of rye at the various markets during June, compared with June, 1941, in bushels, were:

	Receipts		Shipments	
	1942	1941	1942	1941
Baltimore	6,767	50,384	.....	.....
Chicago	122,000	832,000	378,000	425,000
Duluth	35,195	191,246	108,995	175,094
Ft. Worth	7,500	.....	3,000	.....
Hutchinson	.....	2,500	.....	.....
Kansas City	27,000	13,500	10,500	10,500
Milwaukee	173,750	33,220	91,615	15,060
Minneapolis	553,500	1,539,000	358,500	646,500
Omaha	33,999	49,246	43,605	39,200
Peoria	20,400	79,200	.....	21,600
Philadelphia	400	54,328	1,839	.....
St. Louis	54,000	18,000	54,000	22,500
Superior	29,080	87,302	109,217	162,133

Oats Movement in June

Receipts and shipments of oats at the various markets during June, compared with June, 1941, in bushels, were:

	Receipts		Shipments	
	1942	1941	1942	1941
Baltimore	62,179	69,250	.....	.....
Chicago	1,038,000	1,151,000	1,472,000	1,028,000
Duluth	.....	309,820	83,705	422,650
Ft. Worth	108,000	40,000	122,000	22,000
Hutchinson	.....	6,000	.....	.....
Kansas City	308,000	80,000	310,000	8,000
Milwaukee	58,760	11,300	62,700	22,800
Minneapolis	1,217,250	1,104,750	1,003,500	1,253,250
Omaha	308,000	30,000	365,250	34,650
Peoria	83,400	128,000	71,000	100,000
Philadelphia	6,483	5,594	4,842	7,283
St. Louis	236,000	70,000	170,000	70,000
Superior	.....	161,099	.....	161,850
Wichita	.....	3,000	.....	.....

Kansas City, Mo., June 30.—Of the 331 cars of wheat received at Kansas City today, approximately 200 were new crop grain, the largest of the season to date. The wheat continued to show origin points mostly in the southcentral part of Kansas and northern Oklahoma. While offerings for sale increased, the bulk of the grain, probably 90%, continued to go into storage. Most of the wheat graded No. 1 and No. 2 hard. Weight ranged from 54.7 to 61.3 lbs.; moisture, 11 to 15.1%; protein, 10.85 to 15%.

Ottawa, Ont., July 3.—Canadian wheat in store for the week ending June 26, 1942 decreased 1,443,826 bus. as compared with the previous week and decreased 63,647,594 bus. when compared with the corresponding week in 1941. The amount in store was reported as 407,015,379 bus. compared with 408,459,205 bus. for the previous week and 470,662,973 bus. for the week of June 27, 1941. Wheat receipts in the Prairie Provinces for the week ending June 26, amounted to 2,022,433 bus., a decrease of 840,148 bus. from the revised figures of the previous week when 2,862,581 bus. were marketed. During the corresponding week a year ago the receipts were 7,766,166 bus. Marketings in the three Prairie Provinces for the 47 weeks from Aug. 1, 1941 to June 26, 1942 as compared with the same period in 1941 were as follows, figures within parenthesis being those for 1941: Manitoba 38,538,683 (54,025,066); Saskatchewan 100,003,082 (227,560,278); Alberta 60,151,569 (147,229,838) bus. For the 47 weeks ending June 26, and the same period in 1941 198,693,334 and 428,815,183 bus. were received from the farms.—S. A. Cudmore, Dominion Statistician.

Chicago, Ill., July 7.—C. M. Galvin, crop statistician of Jas. E. Bennett & Co., estimates the Kansas winter wheat crop at 166,737,000 bus.; Oklahoma, 62,608,000; Texas, 45,802,000; Nebraska, 58,568,000; Colorado, 21,177,000; Missouri, 10,882,000; Illinois, 17,712,000; Indiana, 18,360,000; Ohio, 38,540,000. Spring wheat production in North Dakota is estimated at 119,484,000; South Dakota, 37,037,000; Minnesota, 19,215,000; Montana, 31,110,000.

Kansas City, Mo., July 7.—Average protein of 1,728 cars of wheat tested during June by the Kansas City office of the Kansas grain inspection department was 13.01% and 892 cars tested by Missouri averaged 13.19%. The total of 2,620 cars tested by both departments showed an average of 13.08%, compared with 13.63% on 9,977 cars in June a year ago. For the 1941-42 crop year, the Kansas department reports an average of 13.10% protein on 24,042 cars, against 13.72% on 32,146 cars in 1940-41, while the Missouri department shows an average of 13.27% on 15,328 cars for the crop year, compared with 13.08% on 18,922 cars the preceding year.

Insurance on C.C.C. Grain

The Washington office of the Commodity Credit Corporation states that "The instructions given on page 9 of 1941 C.C.C. Wheat Form 1, specify that 'With respect to wheat stored in approved public warehouses, the warehouseman shall provide insurance against the perils of fire, lightning, inherent explosion, and windstorm, cyclone, and tornado for the full market value thereof so long as receipts are outstanding.'"

In addition to the foregoing primary insurance carried by the warehouseman, C.C.C. has obtained a blanket insurance policy in the nature of errors and omissions, and excess insurance. This blanket policy protects C.C.C. and the lending agency in the vent of any loss by or in consequence of damage to or destruction of the pledged or mortgaged wheat arising from fire, and lightning; cyclone, tornado, windstorm, and hail; theft and wrongful conversion; flood and inherent explosion.

This insurance, which is secured for all loans whether direct or indirect protects C.C.C. and the lending agency, but not the warehouseman. He is protected only by the insurance that he himself carries.

Better play safe and get ample insurance to cover all these risks.

The exterior of many grain handling plants are being so brilliantly illuminated as to discourage prowlers, vandals and thieves from making midnight visits.

Grain and Feed Trade News

Reports of new elevators, feed mills, improvements; changes in firms; fires, casualties, accidents and deaths are solicited.

ARKANSAS

Helena, Ark.—County Agent J. J. White and the Phillips County Chamber of Commerce are attempting to interest the New South Oil Mill in processing the largest acreage of soybeans ever planted in the county.—P. J. P.

Brinkley, Ark.—R. E. Short has been elected president and general manager of the Arkansas Rice Growers Co-operative Assn., succeeding H. K. Smith, Wheatley, who died June 8. Mr. Short has been vice-pres. since 1929. L. H. McBride was elected vice-pres., A. F. Knoll of Stuttgart sec'y-treas. Mr. Knoll reported that the entire 1941 crop had been milled and sold except some scattered lots. A ceiling on clean rice has been established effective on prices as of March, 1942, and on prices for rough rice, it would be equivalent to \$1.75 per bushel for Blue Rose and \$1.60 for Early Prolific. A major change in rice marketing will be adoption of a season pool for all rice delivered to the association before Dec. 31, of the same year, and an individual pool for rice delivered thereafter. Pools are collections of clean milled rice of the same variety and grade, which are marketed as a unit.—J. H. G.

CALIFORNIA

Terra Bella, Cal.—Harry Wood has his new bulk grain elevator in operation.

Fresno, Cal.—Thomas E. Hill, 60, a co-founder and vice-pres. of the J. B. Hill Grain & Feed Co., died June 20 after a long illness.

Los Angeles, Cal.—John R. Garvey was elected president of the Los Angeles Grain Exchange at the recent annual meeting. Other officers and directors are: C. H. Bates, v.-pres.; H. A. Brickham, treas.; C. G. White, sec'y; Frank Viault, Jr., C. G. Flammer, Gail McDowell and H. W. Amelung, retiring president, directors.

CANADA

Dunfermline, Sask.—The Searle Grain Co. elevator, office and engine house were destroyed by fire, kindled by lightning.

Port Arthur, Ont.—In Canada's new issue of war stamps there is a four-cent stamp depicting the Saskatchewan Pool elevator No. 4. The picture from which the stamp was made shows a Great Lakes grain carrier loading at the elevator. Pool 4 has a capacity of 6,553,000 bus. The stamps went on sale July 1.

COLORADO

Antonio, Colo.—The Antonio Mills & Elvtr. Co. has constructed a display and storage room on its loading platform.

Denver, Colo.—The Farmers Union Marketing Ass'n has purchased the Kellogg Grain Co.'s elevator and warehouses, thus expanding its capacity for producing industrial alcohol from surplus grain.

Genoa, Colo.—The firm name of the former Stinson Grain Co. has been changed to Genoa Grain Co. The partners of the late Mr. Stinson have purchased his share from the estate. Mr. Stinson was killed in an automobile accident in July, 1941. H. C. Holst continues as manager.

ILLINOIS

West Union, Ill.—Lightning striking the M. H. Matteson elevator on June 26 kindled a fire that destroyed the structure.

Chenoa, Ill.—The Chenoa Milling Co. has installed a new feed grinding mill.

Yates City, Ill.—The Brown Milling Co. recently installed a Steinlite Moisture Meter.

Anna, Ill.—The Anna Flour & Feed Co. recently installed a Kelly Duplex Hammer Mill.

Cabery, Ill.—The Schumacher Grain Co. has constructed a larger and more convenient office building.

Randolph, Ill.—The Randolph Co-operative Grain Co., has improved its elevator by installing Superior DP Elevator Cups.

Franklin, Ill.—W. C. Calhoun is repairing his elevator, badly damaged by the tornado that swept thru the community in May.

Fairview, Ill.—A. E. Bentley has been promoted to assistant manager of the Farmers Elvtr. Co. Willard Willcoxsen is manager.

Maroa, Ill.—The Farmers Co-op. Elvtr. Co., Inc., Thos. Edwards, mgr., has improved the looks of its grounds by construction of a rock drive.

Farmer City, Ill.—Paul Kelley of Tolono, Bernard Monaghan and Miss Mary Carr are new employees at the Scholar & Gring elevator.

Easton, Ill.—Glenn A. Hall is new manager of the Farmers Grain Co., entering on his duties July 1. He succeeds LeRoy Allison, who now is managing elevators at Middletown and Sweetwater.

Decatur, Ill.—Miss Rachel Courtney Wilber, daughter of H. C. Wilber, superintendent of Elevator C of the A. E. Staley Mfg. Co., and Mrs. Wilber, and Leland England, Jr., were married June 1.

Manito, Ill.—The Granger Elvtr. Co. reported the biggest intaking of all grains in 46 years, handling 285,000 bus. since June, 1941. The elevator has a storage capacity of 73,000 bus. Richard Talbott is manager.

O'Fallon, Ill.—The Chas. Tiedemann Milling Co., established here in 1860, has been sold to the Oberbeck Feed Co. of Highland. The new owners will replace the flour milling machinery with feed grinders. Feed grain and seed will be stored and sold by the Oberbeck company. Storage facilities for 75,000 bus. of grain are available.

Mont (Troy p. o.), Ill.—Jerry Stubbs has installed a totally enclosed single phase motor in the concrete elevator. The plant will be re-opened for grain storage.—H. H. H.

Carthage, Ill.—The Carthage Elvtr. Co. is building an 18 x 40 ft. addition to its milling room. Upon its completion, two more units will be constructed. The elevator is managed by Ed. Selharr and his son, Howard.

New Berlin, Ill.—Noah C. Twist, 66, prominent Sangamon County grain dealer, died in St. John's Hospital, June 19. Mr. Twist operated elevators here, at Divernon, Prouty, Island Grove, (New Berlin p. o.), and Bates (Loami p. o.).—H. H. H.

Saunemin, Ill.—Monta B. Speece, former Pontiac mayor, has been engaged to manage four of the Saunemin Farmers Elvtr. Co.'s elevators, located two here and others at Eylar and Scoval. Mr. Speece succeeds George Carson, recently resigned, who is seriously ill at his home.

Albion, Ill.—Franklin Bassett, manager of the Albion Milling Co., has left to enter army officers' training at Scott Field. Judge Arch Bassett, pres. of the Albion Milling Co., has announced that the mill will be closed for the duration, but that the coal business will be continued for the present.

Galesburg, Ill.—The construction of three main tanks, four interstices bins, and a head-house, totalling 200,000 bus. of capacity, for Galesburg Soy Products Co., is nearly completed by Ryan Const. Co. Included in the facilities is a drier house. The new reinforced concrete elevator is storage space for soybeans.

Tennessee, Ill.—Albert Webb has purchased the elevator here formerly owned by Henry W. Newland. P. L. Harder, who has been employed at the elevator for the past ten years, will remain as manager. Mr. Webb will continue his work at Buffalo, Ill., where he has been an instructor in Agriculture at the Tri-City High School the past four years.

La Hogue, Ill.—R. C. DeMoure of Piper City has leased the Farmers Elevator, taking over operation and management of the business July 1. He resigned his position with the Producers Crop Improvement Ass'n of Gilman, enjoying a short vacation before taking over his new duties. The local elevator, which had been leased by the Terminal Elevator of St. Louis, was managed by Dale Tammen for the past several years.

Sterling, Ill.—The Moses Dillon Elvtr. Co. plant and lumberyard were swept by fire the night of June 26, believed to have been started by burglars. This theory was advanced after police reported that the Hunter Coal Co. office just south of the Dillon yards, had been ransacked during the night. It was pointed out the Dillon Elvtr. Co.'s office also may have been entered, and the fire started by a match or cigaret left by the burglars.

Peoria, Ill.—The Norris Grain Co., Chicago, has acquired the Burlington-Chicago Elevator on South Washington St. from the government, which has owned the elevator for about 10 years. The property was leased much of that time, the lease held by the Continental Grain Co. expiring June 30. E. W. Sands, manager of the Peoria office for the Norris Grain Co., will manage the elevator. The Norris Grain Co. also owns the Riverside Elevator. The government came into ownership of the Burlington Elevator when the Farmers National was organized.

Beware!

Notwithstanding we have frequently warned our readers of the sharp practices of unauthorized subscription solicitors, a number of swindlers using different names, but having no certificate of authority from us, continue to collect money for the Journals without ever being in our employ or having authority to represent us in any capacity. Calling on grain dealers, they always know that your subscription has expired and urge an immediate renewal for a long term. Your bank should credit your account with all forged checks and return them to the agency presenting them for payment. Any information which will assist in stopping the swindling practices of these sharpers will be most gratefully received.

Grain & Feed Journals

CONSOLIDATED

CHARLES S. CLARK, Mgr.

Neponset, Ill.—Neponset Farmers Grain Elvtr. Co., recently installed a new 20-ton Soweigh Motor Truck Scale, with a wood deck, 24x9 ft., and equipped with the Direct Reading Type Recording Beam.

CHICAGO NOTES

Tracy L. Turner, a member of the Board of Trade, died July 6.

Dean A. Baker, a member of the Board of Trade since 1909, is dead.

S. J. Meyers, since 1920 with Arcady Farms Milling Co., has been elected vice-pres. of the company. He started with the company as assistant traffic manager at the Buffalo plant, in 1921 being transferred to the Chicago offices and made traffic manager. In 1935 he assumed the additional duty of grain buyer for Arcady.

The Chicago District Superintendents Chapter, Society of Grain Elvtr. Supts., will hold its annual golf outing at Twin Lakes, Wis., July 11 and 12. Members are planning to enjoy the outing with their families, and for their entertainment a program of events has been arranged that will assure everyone a good time.

At the annual election of the Chicago Board of Trade Post 304, American Legion, held July 2, the following officers were elected: commander, Carl Gaberdiel; senior vice-commander, Fred Beakey, *Grain & Feed Journals*; junior vice-commander, Ger. Raven; finance officer, William Schwartz; service officer, Henry King; directors: Al. Catorini and Sheldon Gauvreau.

Members of the Board of Trade voted June 25 to provide a futures market for trading in feed barley, with transactions to start June 30. The roundlot trading unit is 5,000 bus.; minimum joblot, 2,000 bus. No. 1 barley of class 1, 3 or 4 can be delivered at contract price; No. 2, 1/2c discount; No. 3, 1c discount; No. 4, 1 1/2c discount, this provided that no barley tendered has dockage in excess of 2%.

INDIANA

Goldsmith, Ind.—Davis Elevators, have recently installed a Sidney Corn Sheller.

Acton, Ind.—The Acton Grain & Supply Co. recently installed a new Steinlite Moisture Meter.

Geneva, Ind.—The Geneva Milling Co. has taken down the old silo factory and will erect a garage on the site.

Fowler, Ind.—The Starz & Stempel, Inc., and Fowler Grain Dealers, Inc., have merged into Fowler Grain Dealers, Inc.

Osgood, Ind.—The Osgood Grain Co. has installed a one-ton capacity Kelly Duplex Vertical Feed Mixer with motor drive.

Mt. Vernon, Ind.—The Fuhrer-Ford Mfg. Co. recently purchased Superior DP Elevator Cups to be installed in its local plant.

Marion, Ind.—Steel storage bins from the C.C.C. have been erected near the Thomas Milling Co. elevator, to be used for wheat storage.

Thorntown, Ind.—The Sugar Creek Grain Co. is enlarging its elevator, enlarging its feed room and making changes for new and larger equipment.

Ade (Brook p. o.), Ind.—The Newton County Farm Buro Co-op. Ass'n, Inc., is successor to the Indiana Grain Co-op. L. W. Maxwell is manager.

Van Buren, Ind.—Glen White, employed by the Hoosier Grain & Supply Co. at Montpelier for the past nine years, has been transferred here to manage the company's elevator.

Royal Center, Ind.—Waldemar Strauch and Robert Bollei of Logansport have leased the Royal Center Elevator of the former's father, Albert Strauch, and are continuing its operation as usual.

Farmland, Ind.—Ray Rinard has taken over the management of the Goodrich Bros. elevator, succeeding Harry Wagner as manager. Mr. Rinard has been employed at the elevator for the last 11 1/2 years.

Freeland Park, Ind.—Jesse O'Neil, manager of the Raub Elvtr. Corp. elevator, and Miss Waneta Reed, Watseka, Ill., were married June 12. After a brief wedding trip they will reside at Raub, Ind.

Milltown, Ind.—The Blue River Milling Co., Inc., has been organized; 2,000 shares of \$10 par value; general flour and feed milling business; incorporators, Hiram Snider, Jacques Marantz, Wood Kirkpatrick.

Liberty, Ind.—John Hartley and Glen Heinebaugh, proprietors of the Liberty Mill, ground and mixed free 500 lbs. of feed for each farmer who took it to the mill June 29, in observance of the completion of their first year in business.

Cicero, Ind.—The Farmers Elvtr. Co. of Cicero has filed articles of acceptance under the co-operative act, with 1,000 shares of stock at \$100 a share; the company is authorized to handle grain of all kinds, fertilizer, coal, other merchandise.

Berne, Ind.—Adams County elevator operators met here recently at the invitation of L. E. Archbold, County Agent, and W. L. Gerke, chairman of the A.A.A., to discuss the wheat harvest and changes the trade may be forced to adopt in the present storage emergency.

Indianapolis, Ind.—Charles Highstreet, 66, vice-pres., and general superintendent of Standard Cereals, Inc., died June 24 in Emhardt Memorial Hospital. Mr. Highstreet was general superintendent of 13 mills of the American Hominy Co. before assuming the position with Standard Cereals, Inc., and is widely known in the corn milling industry.

Windfall, Ind.—The controversy over who are the rightful officers and directors of the Farmers Grain & Supply Co. landed in the Howard Circuit Court when a suit over the matter was venue there from Tipton County. The action is in the name of the state on the relation of Louis N. Riffe, John F. Heath, Verlin Pierce, Fred Meyncke, Chas. Stephenson, Grant Mitchell and Jos. Wittkamper, against R. B. Miller, Carl Scudder, A. W. Berger, June Mitchell and Frank Curry, who allege that stockholders of the company at a special meeting Feb. 10 elected Heath pres. of the company and Riffe sec'y, succeeding Miller and Berger in the two offices. The relators say that, as the new board of directors they have been denied by the defendants the right to function as a board and that the defendants have continued to act as officers and directors, and that the records of the corporation were refused to be turned over to Riffe by Berger. It is asked that the defendants be enjoined from further acting as officers. In answer the defendants deny that the relators were elected directors at the February meeting, and allege that they were selected by the majority vote of the stockholders.

IOWA

Burt, Ia.—Luke Miller, formerly of Titonka, is new manager of the Farmers Elevator.

Avoca, Ia.—Tanke's Elevator contemplates increasing its storage space by 10,000 bus.

Vinton, Ia.—The Vinton Farmers Supply Co. has been incorporated with a capital stock of \$25,000.

Wayland, Ia.—Plans are being made to rebuild the Farmers Elevator which recently burned.—F. E.

Wyoming, Ia.—Robert Wensorra is new manager of the Pillsbury Feed Store, succeeding A. T. Ellet.

Quimby, Ia.—Ira Uppandahl, who has been employed as bookkeeper for the Simonsen Mill, has resigned to enter the army.

Dow City, Ia.—The Loveland Elvtr. Co. is constructing a storage and loading elevator on the North Western right of way.

Muscatine, Ia.—Mississippi Valley Feed & Grain, has equipped its elevator with a new leg, belt and Superior CC Elevator Cups.

Davenport, Ia.—The Davenport Elvtr. & Grain Co. installed a one-ton capacity Kelly Duplex Vertical Feed Mixer with motor drive.

Minerva (Albion p. o.), Ia.—T. Harris Young has purchased the Minerva Elevator and is reconditioning it and installing a new scale.

Des Moines, Ia.—Ed Kellogg, formerly with Balfour, Guthrie & Co., Chicago, is now associated with the Iowa Feed Co., and will help manage the linseed, soybean and cottonseed meal department.

Elkader, Ia.—Elkader Co-operative Co. is serving its customers over a new Soweigh 30-ton Motor Truck Scale with concrete deck 40x10. It is equipped with the Direct Reading Type Recording Beam.

Buckingham, Ia.—The Buckingham Grain Co. recently declared a 5 per cent dividend, reporting also that \$3,000 had been spent on improvements during the past year. George Beenen was re-hired as manager.

Goldfield, Ia.—The Farmers Elevator Co., managed by Art Beissel held its annual meeting June 20, reporting a 40% gain in business over the previous year. Sales were \$273,724.61 for the year ending June 1.—Art Torkelson, with Lamson Bros. & Co.

Clarence, Ia.—The elevator of the Clarence Co-operative Co., now managed by Fred Jorgenson, is undergoing extensive remodeling, including speeding up of the leg, replacing of screw conveyors, and overhauling of bins. J. C. Kintz is doing the work.

Des Moines, Ia.—W. C. Fuller, manager of the Des Moines Elvtr. Co., entertained at a picnic supper and meeting at Bowser Cabins all the Polk County grain dealers. Pat Dillavou, manager of the Farmers Elevator at Bondurant, will be host at the next meeting.

Council Bluffs, Ia.—Rodney Bates, 32, while attempting to attach a light socket fell into a feed conveyor screw at the Raven Mills, Inc., plant July 1, seriously injuring his right foot, leg and arm. He was removed to hospital, where his condition was reported as satisfactory.

Algona, Ia.—The Plum Creek Elvtr. Co. has bought the Anderson Elevator and is remodeling it. The Plum Creek Elvtr. Co., which lost its old elevator by fire several months ago, used this means to stay in business, rather than attempt to build an elevator under difficulties surrounding new construction.

Washington, Ia.—The Cyrus Bush Feed Mill has been sold to Howard Freshwaters of Keota, the transaction including the elevator, grain business and feed store. Possession was taken July 1. Mr. Freshwaters will continue his business at Keota, having a manager here to take charge of local business.

Special Accounting Service for Farmers' Organizations

William Olson & Co.
Certified Public Accountants
1180 E. 63rd St., Chicago



GRAIN PROBES

All sizes and styles. Available for immediate delivery. Send us your order NOW.
SEEDBURO EQUIPMENT CO. - 620 Brooks Building - CHICAGO, ILL.

Take Care of Storage Grain the Easy Way

With storage space so limited, elevator operators are preoccupied more than ever this summer with the daily problems of making room, avoiding demurrage, etc. There is a natural tendency to forget temporarily grain already in storage.

Well, if it has been satisfactorily fumigated they can probably afford to forget it till fall. Properly treated grain carries through. The chances are it won't ever cause any worry. On the other hand, unfumigated grain that was merely cooled to halt insect activity is likely to start reinfesting during summer from unkilld immature stages.

You can avoid this by using WEEVIL-CIDE. If you know you're going to carry your grain through and that it's subject to infestation, fumigation with WEEVIL-CIDE is pretty cheap insurance.

You can treat grain as cheaply as you can turn it two or three times. And to the firms who fumigate the most, fumigation seems less and less a "special" expense. The majority of WEEVIL-CIDE users have long considered treating an integral part of regular operation.

They don't wait for an emergency to use it, but take fumigation "in stride," and many of them use preventative treating on long storage grain.

Where transferring space is entirely lacking, we frequently advise them on stationary treating. Such grain—with the aid of periodic temperature checks—is often left unmoved for a year or longer.

THE Weevil-Cide CO.
THE DEPENDABLE GRAIN FUMIGANT
 1110 HICKORY STREET
 KANSAS CITY, MO.

Dallas Center, Ia.—The Farmers Co-operative Co., managed by L. L. Mortimer, assisted by Lester Christian, is installing a new 30-ton Fairbanks Truck Scale with type registering beam.

Fort Dodge, Ia.—The Christensen Grain Co. will discontinue merchandising grain and, in the future, will engage in grain brokerage only. This decision was arrived at "due to changing business conditions," the company announced. Outlets have been arranged for thru numerous substantial and reliable firms.

Ringsted, Ia.—The Co-operative Grain & Product Co. reported the largest total volume of business in its history for the past year, Mgr. Einer Christensen reporting it \$549,973.42. Four hundred persons were present for the annual meeting, and enjoyed ice cream and entertainment before the business session.

Wapello, Ia.—The Farmers Elvtr. & Exchange will rebuild its elevator that burned recently. It is hoped to have it ready for the bean harvest. Very little of the machinery can be used. Temporary arrangements to meet immediate requirements of its patrons have been made and equipment for grinding and mixing feed is in operation.

Audubon, Ia.—The long studded annex of the Updike Grain Co., locally managed by Frank Albright, has been lined with shiplap by C. E. Carlstrom. A chute and a spout have been built on the track side of the elevator by means of which cars may be unloaded. The elevator annex will be filled with old wheat, which will be shipped in.

Mechanicsville, Ia.—The John Nie Grain Co.'s elevator was struck by lightning during a heavy electrical storm the night of July 5, but survived with little damage. A few shingles were knocked loose from the roof and a couple of rafters were splintered and some siding scorched, and a switch box was virtually destroyed, but no blaze resulted.

Iowa Falls, Ia.—Leonard Hoffman and Virgil Hunt have been named directors of the Farmers Co-op. Elvtr. Co. succeeding C. J. Kelsey who has served for the past 20 years and Fred L. Meyers who has served for the past 18 years. John W. Anderson was named president. Sales for the past year were \$1,686,570.73 and a net profit of \$28,951.70. John Weddle is the mgr.—Art Torkelson, with Lamson Bros. & Co.

Marshalltown, Ia.—The Kessler Grain Co. plant burned June 25. In addition to the buildings, 3,500 bus. of corn, 700 bus. of soybeans and 50 tons of coal were destroyed. One car of corn loaded in a car on track was ruined from the heat of the blaze. Other nearby property suffered some damage which could have been considerable if it had not been for a shift in the wind and an early morning rain.—A. G. T.

Council Bluffs, Ia.—Construction has started on a frame temporary grain storage structure adjoining the Rock Island elevator, operated by Butler-Welsh Grain Co. The 261x80 ft. structure will be 60 ft. high at the point where it joins the reinforced concrete tanks, 7 ft. high at its outside wall, and its roof will be supported by wood posts on 18 inch centers. A sand fill, covered with roofing paper, will support the 2 inch thick wood floor. The temporary structure will be filled with 500,000 bus. of old, dry grain, when it is completed. It is expected to be completed by Ryan Const. Co. about Aug. 1.

Bondurant, Ia.—Elevator operators of Polk County outside of greater Des Moines, have co-operated to buy a huge service flag for elevator employees and farm boys who have been called to the colors. The flag is white, with a red border, and carries a blue star for each rural soldier from the county, with the soldier's name embroidered on it. In a radio program over KRNT on July 4, Walt Fuller of Des Moines Elvtr. Co., and V. D. Dillavou of the Bondurant Farmers Elvtr. Co., told about the flag and the Polk County farm and elevator boys in service. The flag will hang in the A.A.A. office in Des Moines.

Clinton, Ia.—The Clinton Products Co., a new company operating the old Clinton Brewery, is converting the plant to production of industrial alcohol from grain.

Nevada, Ia.—A terrific rain and windstorm sweeping thru the south part of Nevada the evening of June 28 wrecked the upper story of the cement-block constructed east part of the Deola Mills. The roof lay in two parts on the street pavement, while the concrete blocks were scattered about the grounds. A large amount of feed stored in the lower part of the building was damaged by rain altho a quantity of oat hulls stored in the upper part of the structure acted as an absorbent of the rain to a certain extent. The electrical equipment of the plant was damaged and until repairs are made Bert S. Dickey, owner, will be unable to resume operations.

KANSAS

Norton, Kan.—The Peerless Mills recently installed a new 25-ton scale with 34x10 ft. deck.

Hutchinson, Kan.—The Jennings Grain Co. recently installed a new Steinlite Moisture Meter at its elevator.

Hutchinson, Kan.—The William Kelly Milling Co. sustained an electrical damage loss recently in its Mill B.

Kipp, Kan.—Bailey-Lynch Grain Co. installed a one-ton capacity Kelly Duplex Vertical Feed Mixer with motor drive.

Grainfield, Kan.—The Stewart Grain Co. has installed a new dial printomatic Fairbanks Scale with 10x40 ft. deck.

Menlo, Kan.—The Robinson Elvtr. Co. has purchased the Shellabarger Grain Co. elevator, giving it additional storage space here.

Dodge City, Kan.—C. C. Isely, former grain dealer and lumberman, has filed for nomination for United States Senate on the Republican ticket.

Kingsdown, Kan.—William Harrison, formerly elevator man at the Farmers Elevator at Sterling, Kan., is new manager of the Farmers Elevator.

Sterling, Kan.—Robert Partington who has been working as grinder and mixer at the Farmers Elevator, has succeeded William Harrison as elevator man.

New Cambria, Kan.—Frank Moos, manager of the Shellabarger Grain Co. elevator at Menlo, has been transferred here by the company following sale of the Menlo plant.

Wright, Kan.—The Wright Co-operative Exchange has increased the storage capacity of its Elevator C to 20,000 bus. by the addition of two concrete stave tanks.

Fowler, Kan.—The Fowler Equity Exchange will build additional storage to the amount of 200,000 bus., eight tanks and three interior bins, of poured concrete construction. Chalmers & Borton have the contract.

Winfield, Kan.—Consolidated Flour Mills recently installed Superior DB Elevator Cups at its plant. J. E. Hill, who had been manager of the Consolidated Elevator since March, left June 23 for Leavenworth to be inducted into the Army. Floyd Thomas has taken his place at the elevator.

Lincoln, Kan.—The Shellabarger Grain Co. has purchased the Robinson Elvtr. Co. elevator and will use it for storage. By the transaction the Shellabarger company doubles its local storage capacity. R. W. Wilcox continues as manager of the Shellabarger Grain Co. The Robinson office has been closed.

Manhattan, Kan.—Prefabricated and precut wooden bins sufficient to store 18,000,000 bus. of wheat are being distributed to Kansas grain farmers, Lawrence Norton, state A.A.A. chairman, announced. Because of storage shortage many farmers have piled their wheat on the ground. The wooden bins will be used to store C.C.C. wheat from farms and elevators or will be sold to farmers to be erected on their fields. —P. J. P.

Marquette, Kan.—The Lindsborg Milling & Elvtr. Co. has installed Superior DB Elevator Cups in its elevator.

Concordia, Kan.—The Concordia Creamery Co., subsidiary of the Fairmont Creamery, and operators of the 35,000-bu. former Bossemeyer elevator under the local management of Glenn E. Agee, has under construction adjoining the elevator, a 124x25 ft., one-story feed mill and feed warehouse. The mill will be equipped with a Blue Streak Hammer Mill and a one-ton vertical Blue Streak Feed Mixer. Construction is frame, iron clad.

In the wake of high winds sweeping thru Kansas in June many elevators and warehouses were left damaged. The losses sustained in practically all instances, however, were small. Among those firms reporting damage incurred at their plants were: Kansas Milling Co., at its Portland, Pollard and Anness stations; Morgenstern-Pyle Elvtr. Co., at its Glasco, Miltonvale and Pendennis plants; W. P. Moran Elevator, Hargrave; Rodney Milling Co., Kansas City.

Sublette, Kan.—The additional 86,000-bu. storage capacity addition being built by the McCoy Grain Co. at the cost of approximately \$15,000 is nearing completion. The additions include 4 tile tanks and extension of the present main elevator, which has been heightened 12 ft. from the square and 14 ft. from the cupola, making the highest point 64 ft. from the ground. This improvement at the main elevator increases that structure's storage capacity to 37,000 bus. Chalmers & Borton had the contract. The McPherson Concrete Products Co. are laying concrete tile for the four tanks, about 50 ft. high, with a combined storage capacity of 49,000 bus. All new equipment was installed in the head house, to be used for filling the new bins as well as the main elevator. The leg was doubled and new buckets installed.

KENTUCKY

Henderson, Ky.—G. W. Allen, who holds a first lieutenant's commission in the U. S. Army's chemical warfare reserve, will report for active duty soon at Fort Knox, Ky. Allen has been sec'y and manager of the Ohio Valley Soy Bean Co.—W. B. C.

Cynthiana, Ky.—The elevator at the Crown Jewel Mill has been leased by Messrs. Robinson of the Crescent Flour Mill and will be used for storage. The Crescent Flour Mill recently purchased the equipment of the Crown Jewel Mill from J. M. Harter and R. H. Poindexter.

Louisville, Ky.—Joseph Seagram & Sons has acquired the Blair Distilling Co., St. Francis, Ky., which has a daily capacity of 500 bus. of grain; the Bedford Distilling Co., of Bedford, O., and the 50-bbl. plant of H. McKenna Co., at Fairfield, Ky. At the rate the larger companies have been acquiring smaller distilling plants there will not be many independents left in the business.—A. W. W.

Jamestown, Ky.—B. E. Foley, proprietor of the Jamestown Milling Co., has installed a new power unit at his plant.

Elkhorn, Ky.—The Elkhorn Roller Mill was purchased from R. B. Allen recently by the Elkhorn Milling Co., I. G. Vaughn, R. B. Allen and T. W. Callison, owners. Mr. Allen will continue to operate the milling business. A complete stock of meal, feed and flour will be handled. The company has a branch at Campbellsville.

Louisville, Ky.—Open house was in order at the soybean meal and oil plants of the Ohio Valley Soy Bean Co-operative Ass'n, Henderson, Ky., and the Indiana Farm Bureau Co-operative Ass'n's oil plant at Mount Vernon, Ind., June 28, to a party composed of agricultural agents and farmers from forty-one Kentucky and Indiana counties. The party was jointly sponsored by the Indiana Farm Bureau and the Louisville Bank for Co-operative Companies.—A. W. W.

Ludlow, Ky.—In a recent ruling handed down in the Kenton Circuit Court, the Commercial Credit Co., a Delaware corporation, was denied a motion for the appointment of a receiver for the Big Four Mills, Ltd. A temporary injunction was granted enjoining the Big Four Feed Co. from using or disposing of any money received from accounts purchased under a contract with the credit company, pending final judgment in the case. The Commercial Credit Co. charges the Big Four has failed to live up to its agreements of a contract entered into Dec. 2, 1940, and asked for the appointment of a receiver and the injunction. The Big Four has filed a counterclaim against the credit company for \$250,000 for alleged impairment of its business and credit. The feed company further contends the contract is void and accuses the credit company of charging usurious interest to the extent of \$5,552, for which amount the Big Four asks judgment.

Louisville, Ky.—To make certain that grain shipped into the Louisville area will have storage facilities, the Louisville Area Grain Permit Com'te has been organized and will function with offices in the Louisville Board of Trade. Permits issued by the Louisville area elevators or industries for grain shipments to the local market must be approved by the local com'te. No permits will be required to ship grain for resale into the market nor for grain which has been sold to local buyers. The Louisville area com'te is headed by J. P. Haynes, manager of the traffic department of the Board of Trade. Other members, all officials of milling, grain or transportation interests, include B. L. Andomeit, with Washburn Crosby Co.; D. W. Benton, car service agent; H. K. Blandford, Oscar Farmer & Sons; M. G. Carson, Big Four and C. & O. Railroads; R. L. Callahan, Callahan & Sons; Rees H. Dickson, Kentucky Public Elvtr. Co.; M. W. McGrath, Early & Daniel; Frank G. Rankin, Gold Proof Elevator division, Indiana Grain Co-operative, Inc.; and Clark Yager, of Ballard & Ballard Co.—A. W. W.

HAVE YOU RECEIVED THE NEW 1942 SEEDBURO CATALOG

Send now for your free copy of the 1942 Seedburo Catalog. Contains many new items.

NEW IMPROVED SHO-GRO GERMINATOR

TALK-A-PHONE INTER-COMMUNICATION SYSTEM

THERMO-SAMPLER TORPEDO

TORNADO BLOWERS AND SPRAYERS

SEEDBURO BAG HOLDER

STEINLITE MOISTURE TESTER

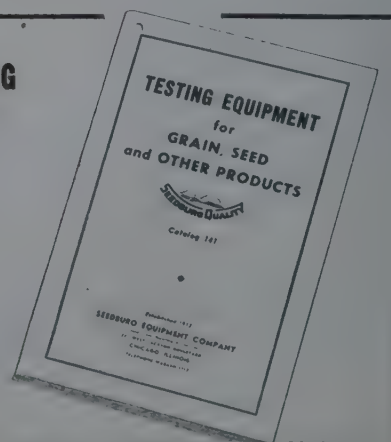
Anticipate your needs for testing equipment NOW. Do not wait until the last minute to buy or you may be disappointed.

SEEDBURO EQUIPMENT COMPANY

(See Trade Reporting Bureau)

620 BROOKS BLDG.

CHICAGO, ILL.



Louisville, Ky.—The Gold Proof Elevator has 200,000 bus. of space available to farmers within 100 miles of Louisville, Frank G. Rankin, mgr., stated recently. Mr. Rankin said it had been announced previously that only 150,000 bus. of such space was available. The Gold Proof Elevator is a division of the Indiana Grain Co-operative.—A. W. W.

Louisville, Ky.—What with a number of large distilling companies having turned their capacity over to production of alcohol for the Government, and others having to produce now or by October, plants that can still run on whisky are scarce and there is a strong demand for new whisky, and virtually none available, as operating plants are sold up. Some of the larger companies, which normally make all the whisky they use, have been very active in their efforts to buy production of other distilleries, in that it looks very much as if very little beverage liquor will be made in Kentucky after November.—A. W. W.

LOUISIANA

New Orleans, La.—Effective July 1, the New Orleans public elevator will assess a charge of 1/10c per sack per month on all sacks stored at the elevator in excess of 15 days. The charge for cooping cars to be loaded with flax (lining floors and walls with heavy paper) will be \$2.50 per car; installing grain doors (to be furnished by carrier), 50c per car.

MARYLAND

Baltimore, Md.—Grain elevator supervisors, railroad officials and farm leaders of the state conferred here June 27, on the most efficient means of marketing and storing the state's anticipated bumper wheat crop. The conference called by the A.A.A., was held at the Southern Hotel with J. E. Wells, special assistant to the administrator of the A.A.A. presiding. Terminal elevator operators also are faced with the problem of finding ways and means of providing storage space for shipments routed to Baltimore for export.

MICHIGAN

Traverse City, Mich.—The MacInnis Feed Store was destroyed by fire.

St. Charles, Mich.—Lightning did some small damage to the Mark T. Walsh elevator on June 10.

Tustin, Mich.—The elevator of the Tustin Elevator & Lumber Co. was damaged slightly by lightning on June 11.

Peck, Mich.—The Peoples Elvtr. Co. has installed a new grain mill and new bean mill. While installation was in progress the mill was shut down for about two weeks.

Williamston, Mich.—The Asa Strait & Son Milling Co. plant burned the afternoon of June 20. Myrlen Strait, manager, stated the mill had not been operated for three days, and that no one was about the mill at the time of the fire and the master switch had been pulled shutting off electrical power. The fire had gained considerable headway when the firemen arrived, and two explosions were heard in the building. Twenty tons of alfalfa meal had been milled and stored on the dock. This, with hay and meal stored in the building, represented a large part of the heavy loss. The mill will be rebuilt at once. The mill was operated by power from the adjoining dam on the Red Cedar River and a diesel engine. The power house was completely destroyed.

Dowagiac, Mich.—An option purchase agreement has been negotiated in favor of Oscar Thierstein and the Swiss American Milling & Export Co., Chicago, on the Colby Milling Co. The new firm will continue to manufacture the Colby line of flours, and in addition will produce a new flour of high vitamin and mineral potency under the name of Swiss-American Special. Mr. Thierstein, a former farmer and technical trade paper editor in the food field, will be president and general manager of the new company.

MINNESOTA

Fisher, Minn.—John Hanson of Eldred has been elected manager of the Farmers Co-op. Elevator.

Moorhead, Minn.—George Regnlie was re-elected manager of the Farmers Elevator at the recent annual meeting.

Hallock, Minn.—The Lindstrom Bros. have completed construction of an elevator on their farm, of 10,000 bus. capacity.

Graceville, Minn.—A 50,000-bu. house will replace the old Peavey Elvtrs. elevator being taken down by the T. E. Ibberson Co.

Arlington, Minn.—A feed mill owned by W. H. Meyer was destroyed by fire with a loss of \$2,500. It was partially insured.—F. E.

Hutchinson, Minn.—The Farmers Co-operative Elvtr. Co. reported a \$330,000 gross business last year. Kermit Brandt is mgr.; John Barto, pres.; E. Evevoldsen, sec'y.

Mankato, Minn.—Lloyd S. Larson has resigned as publicity counselor for the Northwest Retail Feed Ass'n and is discontinuing his business to enter a new field in Chicago.

Doran, Minn.—Plans are being made for the rebuilding of the Doran Farmers Elevator which burned recently with a loss of \$20,000. George McNally is manager of the elevator.—F. E.

LeRoy, Minn.—Champion Feed Mill will operate only the first three days of the week and farmers are urged to give three days' notice so routes can be arranged in order to conserve tires and gasoline.

Lyle, Minn.—John G. Huntting is having his elevator repaired and painted. Art Dinneen, who has had charge of the Hunting elevator, has resigned and George Butts of Matawan, Minn., will take charge.

Minnesota Falls (Granite Falls p. o.), Minn.—At the annual meeting Andrew Dahl reported the gross profit of grain past year as \$5,037.25 and \$742.72 on merchandise; dividend of 1½c per bushel on wheat, 3c on flax, 1c on barley and oats and ½c on corn.

Hanley Falls, Minn.—Ralph Harris, manager of the Farmers Elvtr. Co., reported at the recent annual meeting that 631,235 bus. of grain, 33,905 bbls. flour, 577,005 lbs. of feed, 32,973 lbs. of seed and 452 tons of coal were handled during the past year. The company paid over \$16,000 in dividends.

Worthington, Minn.—The Farmers Co-operative Co. reported business transacted during the year ended May 31 amounted to \$874,016.27, with a net profit for the year of \$32,613.76. Last year's net earnings were \$32,450.81. A dividend of 3½ per cent was paid this year; last year's dividend was 5 per cent. Seventy new shareholders were added this year. Herman L. Gerischer is manager.

Kerhoven, Minn.—The old Farmers elevator was destroyed by fire June 21. The loss including 21,000 bus. of grain in the building has been estimated at \$35,000 by G. H. Homme, manager. Five fire departments from nearby towns were called to help control the fire. The old building was utilized entirely for the storage of grain as the company also has a modern elevator in Kerhoven. Roof of the feed mill adjoining the old elevator also caught fire, but the flames were extinguished.—F. E.—The feed mill is being rebuilt, the T. E. Ibberson Co. having the contract.

Kimball, Minn.—The Farmers Co-operative Elevator Co. is serving its customers and patrons over a new Soweigh 20-ton Motor Truck Dump Scale, with platform 26x9 ft., equipped with New Style Grain Beam.

Stewartville, Minn.—The Farmers Elvtr. Co. reported 1941 business of \$601,280, sum of \$4,718.43 added to surplus and 6 per cent dividend paid to stockholders. Frank Freck is mgr.; H. W. Wood, pres.; J. R. Stewart, sec'y; M. J. Dixon, treas.

Madison, Minn.—Remodeling of the elevator and feed mixing plant of Madison Farmers Mercantile & Elevator Co. is progressing rapidly. The old equipment is being taken out and larger capacity feed mixing machinery will be installed. Joe Dahl is manager and Alfred Larson has charge of the feed mixing plant.

New Ulm, Minn.—Plans are underway to turn the New Ulm Farmers Elvtr. Co. into a co-operative. The company has operated for 35 years. The company will operate under the name of the New Ulm Farmers Co-operative Elvtr. Co. William Gluth, Milford, was named president; P. P. Manderfeld, Cottonwood, sec'y.

MINNEAPOLIS LETTER

Cargill, Inc., recently installed a new Steinlite Moisture Tester.

Work has started on the construction of a \$5,000 warehouse by the General Mills, Inc., at 2010 Hennepin Ave. The warehouse will be a one-story structure, 40 x 60 ft., of frame construction with a sheet metal covering.—F. E.

Cargill, Inc., has purchased the 1,250,000-bus. Continental Grain Co. terminal elevator, taking possession June 30. Robert C. Woodworth, who has been vice-pres. and manager of the Continental Grain Co., will be associated with Cargill, Inc.

Almon C. Greenman, manager of the Cargill, Inc., feed division, is now located at Wichita, Kan., as a first lieutenant in the army air corps. Howard Boone, also with the Cargill feed department, is under training at Wold-Chamberlain Field and will soon join the ranks of the Navy air branch.

Dwight K. Yerxa has been appointed vice-pres. in charge of sales of Commander Mill Co., affiliate of Commander-Larabee Milling Co. Mr. Yerxa has been active in the milling business for 35 years, 27 of them with Pillsbury Flour Mills Co. He resigned last September as vice-pres. of the Pillsbury company.

Directors of the Northwest Country Elvtr. Ass'n have placed Con B. Nupen in charge of the organization's office pending the return of Lt. Col. L. C. Webster from army service or the appointment of a new sec'y. Mr. Nupen comes from the Peavey-Van Dusen organization and has had a long experience in the grain business.

The Northwest Warehouse District is a new department recently established by the Russell-Miller Milling Co. as part of its program of reorganizing and enlarging its warehousing facilities. W. C. Pratt is in charge. C. W. Greer is Twin City sales manager, and Robert E. Jones, his assistant. The company's Minneapolis mill has been closed.

James F. Bell, chairman of the board of General Mills, Inc., was appointed general chairman of the flour, milling and cereal division of the War Production Fund to Conserve Man Power. Thos. L. Daniels, vice-pres. of Archer-Daniels-Midland Co., has been appointed to the War Food Production Board, which will control production and allocation of food supplies.

MICHIGAN'S LEADING
Elevator Equipment and Supply House
Everything in Elevator and Feed
Grinding Equipment
Michigan Agents for
Steinlite Moisture Testers—Wilson Perfect Drier
Flack-Pennell Co. Saginaw, Mich.
Phone 25181



**Economy—
Efficiency
and
Dependability**

Nick Coffey, 71, has retired from his job as house weigher at Calumet Elevtr., Twenty-fifth Ave. SE, and Omaha tracks after 43 years as an elevator employee and weigher. A party was provided in his honor at the elevator by officials and employees of Hallet & Carey Co., operators of the elevator, and agents of the state weighmaster's department, on which occasion he was presented a purse by the company and employees.

MISSOURI

Kewanee, Mo.—The Southeast Missouri Elevtr. Co. reported a small amount of damage done at its plant by recent high winds.

Frankford, Mo.—Orion R. Pritchett, former grain merchant and former mayor for 25 years, died of a heart attack at his home recently.—P. J. P.

Clarence, Mo.—George Arams, mgr. of the Farmers Exchange & Shipping Ass'n, has announced his candidacy on the Democratic ticket for the office of circuit clerk and ex-officio recorder of this county. Mr. Arams has been manager and bookkeeper at the Farmers Exchange for the last six years.—P. J. P.

Monroe City, Mo.—J. J. Elliott was named manager of the Farmers Elevtr. & Exchange Co. for his sixteenth successive year in that position at the recent annual meeting of the company. Philip Arnoldy was named elevator man; O. J. Hedburg, warehouse service man; A. C. Pierceall and Harry Fisher, truck drivers. The officers of the company were re-elected, among them, A. Lee Ely, pres., J. D. Robey, sec'y.—P. J. P.

St. Louis, Mo.—The pied piper had nothing on officials of the Merchants Exchange for ingenuity effectively directed when it came to ridding the Exchange building of rats in the city's recent drive against rodents. When the word went out to kill without mercy the four-legged pests that were all but taking sections of the city, the men, seeking the biggest results with the least expenditure of effort, hit on the plan of smearing boards about the building with glue and spreading about a generous sprinkling of choice tidbits. The score stood 120 rats captured in 12 days.

KANSAS CITY LETTER

Kansas City, Mo.—The Kansas Flour Mills Co. recently installed new Superior DP Elevator Cups in its North Kansas City mill.

Kansas City, Mo.—John W. Cain was elected president of the Midland Flour Milling Co., succeeding Carl B. Warkentin, deceased. Mr. Cain formerly was vice-pres. and general manager.

M. L. Mulroy of the Russell-Miller Milling Co. is an applicant for membership in the Kansas City Board of Trade on transfer from P. F. Rahm. The membership sold at \$3,000, transferred.

The local storage permit com'te has issued the following statement: "The permit com'te is putting forth every possible effort to avoid imposition of a permit system on wheat for sale and conditions at this time do not appear to require any immediate restriction on movement of 'free' grain. The desire of the com'te is to not restrict movement of wheat for sale until absolutely necessary."

M. H. (Henry) McNeill, 92, a retired grain broker, died June 27. Mr. McNeill became a member of the Kansas City Board of Trade two years after its formation, and was widely known in the grain market. He was the first grain agent for the Chicago, Great Western Railroad, and had charge of the entire grain system for the railroad. His father, the late James L. McNeill, also was a grain broker, leaving his business to his three sons when he died, two of whom have since died.

ST. JOSEPH LETTER

Jos. B. Campbell, car service agent of the Ass'n of American Railroads, has been stationed at St. Joseph for the 1942 wheat move-

ment season, to supervise the prompt movement of railroad equipment and otherwise represent the Association at St. Joseph and Atchison.

Effective June 25th, a permit plan for authorization of the movement of storage grain to St. Joseph was placed in operation. St. Joseph permits are issued by the industry agreeing to accept grain for storage, signed by the Emergency Grain Control Com'te, and the original permit surrendered to railroad for shipping authority. No restrictions have been placed on any free grain movement to St. Joseph.

Wallace M. Neil, formerly connected with Davis-Noland-Merrill Grain Co. of Kansas City, was recently elected to membership in the St. Joseph Grain Exchange, and his membership has been registered for the account of Stanard-Tilton Division of Russell-Miller Milling Co., which concern has opened offices at rooms 1201-2 Corby Bldg. The company will on July 1 take over operation of the Burlington Elevator, a house of about 900,000 bus. working capacity, and which has for the past several years been operated by Salina Terminal Elevator Co.

MONTANA

Valier, Mont.—The mill portion of the Cargill, Inc., feed plant $4\frac{1}{2}$ miles northeast of here burned recently.

Denton, Mont.—J. E. Gustin was reappointed manager of the Farmers Co-op. Elevtr. Co. at the recent annual meeting.

Malta, Mont.—The D. & B. elevator is building a 15,000 bu. storage bin. A new lift recently was installed in the elevator and the building renovated. Edwin C. Brown is manager.

Miles City, Mont.—Work on the 32,000-bu. annex at the Montana Elevtr. Co. elevator has been completed. New conveying equipment was installed, and annex and office buildings are being painted.

Culbertson, Mont.—D. W. Dick has replaced Louis Peterson as manager of the Farmers Elevtr. Co. Mr. Peterson is retiring after 30 years as grain buyer. Mr. Dick formerly was second man at Wolf Point Farmers Elevator.

NEBRASKA

York, Neb.—The York Milling Co. is building an addition to its elevator, for grain storage.

Roseland, Neb.—The Farmers Elevtr. Co. has purchased the elevator of the Roseland Grain Co.

Humboldt, Neb.—High winds recently did a small amount of damage to the A. O. Cooper Co. plant.

Grafton, Neb.—Fuller Grain Co. of Kansas City, has bought the elevator of the Grafton Grain Co.

Hampton, Neb.—Heavy rains recently flooded the Farmers Elevator basement which contains the grinder.

McGrew, Neb.—The Lexington Mill & Elevtr. Co. is repairing its elevator, to be used for storing grain.

Talmage, Neb.—The Farmers Union Elevator is being given a waterproof treatment and bins are being repaired.

Palmer, Neb.—The Farmers Grain & Coal Co. is building a feed grinding and mixing addition to its elevator and coal sheds.

Madrid, Neb.—Irvin Flaming is new manager of the Conley-Ross elevator, succeeding Virgil A. Kelley who held the position for the past five years.

Exeter, Neb.—The Farmers Elevator has bought the elevator of Exeter Grain Co. and combined its operation with its regular elevator.

Elwood, Neb.—The Lexington Mill & Elevtr. Co. has purchased the Elwood Equity Exchange elevator from the Farm Credit Ass'n. Repairs are to be made on the building and equipment. The elevator has not been operated for several years.

Gandy, Neb.—Charles Wilbur Hardin, manager of the Farmers Elevator for many years until he resigned in 1941 because of ill health, died June 11.

Axtell, Neb.—The Axtell Grain & Elevtr. Co. has leased the Crete Mills elevator and will use it for storage. The elevator had not been used for several years.

Gering, Neb.—Work has started on the enlargement of the Dester B. Brown Co.'s bean plant. The addition will house an additional cleaner and polisher.—F. E.

Fairfield, Neb.—The Farmers Union Co-op. Ass'n has near completion an addition to its elevator, which will provide added storage room of about 13,000 bus. of grain.

Surprise, Neb.—Edwin L. Brown, for some time manager of a grain elevator here and once operator of a flour mill, died at his home in Ogallala, after a long illness.

Omaha, Neb.—Alfred G. Ellick, 63, attorney, who helped organize and became the first president of the Nebraska Grain Improvement Ass'n, died recently.—P. J. P.

Minatare, Neb.—L. P. Luper & Sons are installing a new Sowigh 20-ton Motor Truck Dump Scale with platform 34 x 9 ft. Weights will be taken on the Compound Weighbeam.

Murdock, Neb.—H. E. Carson, manager of the Farmers Union Elevator, is a candidate for nomination for the County Sheriff on the Republican ticket at the coming primaries Aug. 11.

Farnam, Neb.—The Lexington Mill & Elevator who recently purchased the C. B. Seldomridge Grain Co. elevator interests here, is having the west elevator repaired and put in condition for use.

Leshara, Neb.—The Daily Elevator reports a test of 62 lbs. to the bushel, 40 bus. to the acre and 14 per cent moisture, on its first load of wheat which came into the elevator June 30 from the Jack Morris farm.

Diller, Neb.—John Steiner is the new manager of the west grain elevator which has been leased by Black Bros., of Wymore from the Diller Farmers Grain Co. General repairs are being made about the elevator.

Ellis, Neb.—Ed Bowans, formerly at St. Francis, Kan., is the new manager for the Hart-Bartlett-Sturtevant Grain Co. elevator. H. L. Perry, former manager, has been promoted to a new position with the company.

Beatrice, Neb.—Metal grain bins are being erected at a number of towns in this section for storage of government wheat which has been in the elevators. The elevators need the room for the new wheat crop.—P. J. P.

Dickens, Neb.—The Dickens Elevator will be open for business by harvest time, G. M. Van Acheren, who is in charge, announced. The elevator, formerly operated by Hardy Chadderdon, has been closed for some time.

Geneva, Neb.—Twenty-five grain bins, each with a capacity of 1,358 bus., have been brought into Filmore County to help relieve the expected storage problem. The bins, from Iowa, were purchased from the C.C.C. thru the county A.A.A. office.—P. J. P.

Crete, Neb.—A. L. Johnson, president of the Crete Mills, was host to 78 persons at dinner at the Cornhusker party rooms recently. Guests included the members of the mills sales force, here for a two-day sales meeting, the heads of the departments of the mill and their wives.—P. J. P.

Alexandria, Neb.—The Hart-Bartlett-Sturtevant Grain Co. has received the necessary priorities from Washington for the building of an elevator here. Work had been scheduled to begin on the project May 1, but the company was unable to give the "go-ahead" signal until the O. K. was received for the purchase of materials. The old elevator will be razed and the new one erected on the site. Minimum capacity of the new house will be 35,000 bus. with a possibility of a 55,000-bu. elevator, comparing to the present 12,000 capacity of the old house.

Ruskin, Neb.—The Ruskin Grain Co. recently installed a new electric truck lift and will install a larger feed mixer. The company recently purchased the former Schlieff garage to be used for grain storage. It is being re-roofed and bins are being constructed.

Hubbell, Neb.—The Hubbell Farmers Elvtr. Co., managed by Bert Hall, has under construction a feed grinding and mixing plant to be fitted with a hammer mill and a horizontal feed mixer which have been purchased. The 18 x 24 ft. building, 16 ft. high to the plate, is of frame construction clad with sheet steel.

Rulo, Neb.—A suit to collect \$1,909.80 for overtime under the wages and hours act has been filed in district court at Falls City by John F. Burns, former employee of the Dannen Grain & Milling Co. of St. Joseph, at its local elevator, against the firm. Burns alleges that he is entitled to pay at time and a half rates for extra hours from Jan. 1, 1940, to June, 1941.

Pawnee City, Neb.—The Pawnee County Grain Dealers Ass'n was organized here June 30, at a meeting held at the Farmers Produce Co. office. Ray R. Eddy, mgr. of the local Farmers Union properties, was elected sec'y. The meeting was held to bring the elevator men together to discuss and arrange for the new crop movement, its storage and handling.

Omaha, Neb.—The wheat storage situation in Nebraska and Kansas was eased somewhat with the letting down of the bars to allow importation of about 150 carloads of Canadian lumber to build bins. Telegrams to Senators Butler and Norris from George E. Proudfit, Lincoln, U. S. marshal for Nebraska, and other lumber men, requesting them to use their influence after American Pacific Northwest lumber mills had agreed to allow the importation. American mills are working to capacity and could not fill the orders. The Senators obtained action on the matter at once. There will be no reduction in tariff rates to be charged and each shipper must have certificate designating the lumber is to be used exclusively in construction of bins for the emergency storing of wheat.

Ellis, Neb.—Farm storage has been increased in this area by 20% at least. On the 17 farms we manage, corn cribs have been boarded tight to make storage for wheat. The percentage of increase in farm storage would be higher were it not for so much tenant occupancy of farms. Absentee landlords have shown little co-operation in construction of farm storage.—H. E. Foster, Ellis Grain Co.

Nebraska City, Neb.—A local meeting of grain dealers was held here the evening of June 23 under the auspices of the Nebraska Grain Dealers & Managers Ass'n. A crowd of 75 from country points and from brokerage and market centers, among them St. Joseph and Omaha, heard the wheat storage and shipping situation discussed in relation to the permit shipping system for storage wheat.

Superior, Neb.—A local meeting of Nebraska grain dealers under the auspices of the Nebraska Grain Dealers & Managers Ass'n was held here June 19 and attracted a large crowd to hear current information regarding the farm loan on wheat and the storage problem. A county A.A.A. representative is reported to have stated that numerous forms of buildings are expected to be employed for wheat storage, even to the extent of storage of wheat in one country church, should this prove necessary to get the wheat under cover.

has two complete and separate units for processing fish livers, one for cod livers only, the other for swordfish, halibut, shark and other types of fish livers. The company also has fish liver reduction plants at Harrison, N. J., and Richmond, Cal.

NEW YORK

Binghamton, N. Y.—George Q. Moon & Co. recently purchased new Superior DP Elevator Cups.

Buffalo, N. Y.—Chas. M. Kennedy, president of Chas. Kennedy & Co., and widely known grain man, is now in Scotland with the U. S. forces.

Mexico, N. Y.—Earl C. Dexter has rented a portion of the Lister Bros. Bldg., where he will operate his feed business. His mill, which had been a landmark for 46 years, was destroyed by fire recently, kindled by lightning.

New York, N. Y.—Charles B. Crofton, of Leval & Co., Inc., was re-elected president of the New York Produce Exchange. Re-elected also were Hugh Reid, vice pres., and A. H. Lehmann, treas. Elected to the board of managers to serve two years were George Carmichael, Jacques Coe, Joseph W. Hart, Robert S. Hebert, J. A. MacNair and Kurt F. Schusler.

NORTH DAKOTA

Forman, N. D.—Grain storage bins have been set up at the Sargent County fair grounds.

Ruthland, N. D.—The Farmers Co-operative Grain Co.'s elevator was damaged by recent high winds. The loss was small.

Perth, N. D.—B. A. Kirkeby, formerly of Hatton, is new manager of the Riebe Grain Co. elevator, succeeding Mr. Schreder who left for navy service.

Buxton, N. D.—The Farmers Union Elvtr. Co. has practically completed construction of a 34,000-bu. granary. Alver Ringham is manager of the company.

NEW ENGLAND

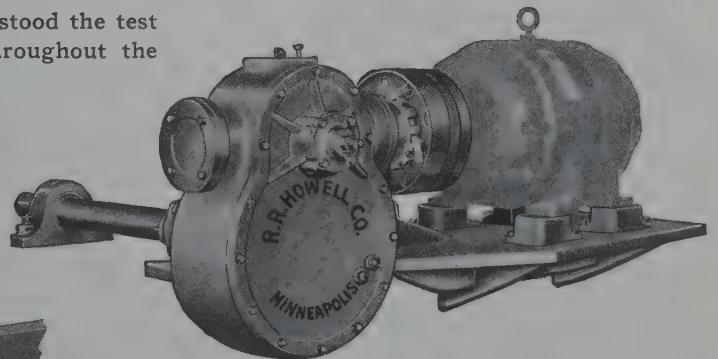
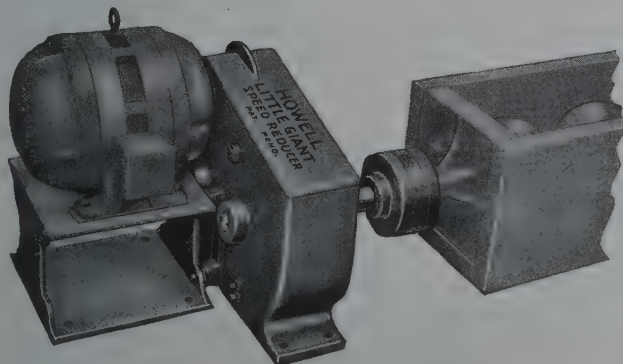
Sebec Station, Me.—The warehouse operated by A. J. Chase & Son was destroyed by fire on June 22.

Boston, Mass.—The National Oil Products Co., Harrison, N. J., has acquired the fish liver reduction plant of the Rowland Marine Products Co., the largest and most recently constructed cod liver oil production plant in the United States, Perc S. Brown, vice-pres. in charge of Nopco's vitamin department, has announced. The plant functions as a reduction unit only, sales of its products handled by Nopco's vitamin sales division at Harrison. The plant

INSIST ON THE BEST—THE COST IS NO MORE

HOWELL Universal Elevator Leg Drives have stood the test of time and their superiority is recognized throughout the trade. They are the ORIGINAL and ONLY Direct Connected Geared Head Drive on the market. Over 4,000 are in use today, more than all other makes combined. There's a reason.

Write us for details, prices, and names of users near you.



The LITTLE GIANT is a running-in-oil speed reducer specially designed as a driving medium between any standard motor, and special or flat belt conveyors. Completely self-contained, permitting compact installation. High efficiency. Low in price. Also an excellent direct drive for small elevator legs.

Complete information and prices on request.

R. R. HOWELL CO., Minneapolis, Minn.

Christine, N. D.—Assets of the Christine Farmers Union Elvtr. Co. have increased \$2,000 during the past year, it was reported at the firm's annual meeting.

Minot, N. D.—W. G. Abrahams, manager of the Woodworth Elevator at Cooperstown for several years, took over his duties as manager of the local Farmers Elevator July 1.

Wishek, N. D.—The Union Elvtr. Co. is weighing over a new Soweigh 20-ton Motor Truck Dump Scale with platform 26x9 ft. Weights are taken on the New Style Grain Beam.

Kensal, N. D.—The O. & M. Elevator collapsed recently, spilling on the ground approximately 12,000 bus. of government stored wheat. Box cars on the siding kept the building from falling across the tracks, but several of the cars were tipped and a portion of the track torn up.

Beach, N. D.—Norman Hauge of Sentinel Butte has succeeded John C. Alguire at the Beach Co-operative Grain Co. elevator. The latter, who had been associated with his father L. J. Alguire, manager of the elevator, left July 1 to take a position as auditor with another company.

OHIO

Eaton, O.—Joseph Poos, 82, veteran grain dealer, died June 16 of a heart ailment.

Lima, O.—The Hiram A. Holdridge Co. plant was damaged slightly by recent high winds.

Circleville, O.—The Pickaway Grain Co. elevator was damaged slightly by recent high winds.

Lees Creek, O.—Clinton County Farm Buro Co-op. Ass'n sustained a small loss at its plant from recent high winds.

Kimball, O.—The Central Erie Supply & Elvtr. Ass'n recently installed a new Steinlite Moisture Meter at its elevator.

Kirkwood, O.—Kirkwood Grain Co. has installed the Standardized Receiving Separator with Buhler Drive bought through the Sidney Grain Machinery Co.

Cleveland, O.—Grant Percy, chemist at the Williams Bros. flour mill in Kent, was installed as sec'y-treas. of the Cincinnati section, American Ass'n of Cereal Chemists, during a dinner and business meeting at the Hotel Statler recently.

Toledo, O.—The Toledo Grain Elevator, recent purchasers of the Toledo Grain & Milling Co. elevator, have taken over operation of the plant. The company will specialize in milling wheat and clipped seed oats. Plans are being made for a material increase in the plant's capacity. Chas. W. Elliott, Wooster, O., and Leon Gove, Milan, O., experienced elevator operators, and John W. Luscombe of the Southworth Grain Co., are the owners.

St. Johns, O.—The Hampshire (O.) Grain Co. has purchased the St. Johns Elevator and taken possession. Since the abandonment of the C. & L. E. Railroad the New Hampshire firm had trucked its grain to Lima for shipment. Because of the tire and equipment situation the company purchased the local elevator to provide a nearby shipping point. The local elevator was managed by Billy Fisher; C. R. Swartz is manager of the New Hampshire Grain Co.

Columbus, O.—The following new members have been enrolled by the Ohio Grain, Mill and Feed Dealers Ass'n: Belle Center Hay & Gr. Co.; Belle Center; Charles Doster, Harveysburg; Yoder Grain Co., Huntsville; Guy E. Derr, Columbus; Fairfield Grain & S. Co., Carroll; Roberts & Campbell, Hebron; R. P. Barrett & Son, Wilmington; O. J. Chamberlain, North Lewisburg; J. C. Bryan & Son, Polk; G. C. Heist, R.F.D., Van Wert; New Washington Equity Co., New Washington; Hunt Milling Co., Richmond; Calcium Carbonate Co., Chicago, Ill.; Rightsell Agri. Chem. Co., Greencastle, Ind.; and F. W. Scholl Gr. Co., Indianapolis, Ind.—W. W. Cummings, sec'y.

Grover Hill, O.—Orville Glass has been retained as manager of the Grover Hill Elevator recently purchased by Brady Bros. from Harvey Eikenbary.

TOLEDO LETTER

O. E. M. Keller, president of Kasco Mills, was re-elected this week as president of the Toledo Small Business Men's Ass'n. K. D. Keilholtz of E. L. Southworth Co., was elected sec'y-treas.

Thieves recently entered the marine tower of the Cargill Toledo elevator and stole about \$3,000 worth of copper wiring and other electrical equipment. The marine tower, which is merely a transfer leg, is located on the Maumee River some distance away from the elevator.

The Toledo Grain & Milling Co. which recently sold its elevator, will have new offices in the company's building at 800 Mill St., Arthur Troast, pres., announced. The milling company has retained its properties adjacent to the elevator and will continue to operate as usual, Mr. Troast said. The company also has retained its Maumee elevator. In addition to its feed and flour business the company is engaged in wholesale food distribution and allied lines, none of which is effected by the sale of the elevator.

Effective July 1, all grain and soybeans moving into Toledo for storage went on a permit system devised by the Toledo Board of Trade and approved by the Agricultural Marketing Administration in order to assure proper crop handling and prevent congestion. The Toledo plan provides that the shipper of grain for storage must apply for a permit and no permit will be issued that is not countersigned by the receiver of the intended shipment which indicates that the receiver has space for the grain. All permits must be used within ten days of issuance and will be void thereafter. Grain sold or intended for sale will move without permit as heretofore until such time as the Toledo Board of Trade permit com'te finds that one or more elevators shows signs of congestion. Then all grain consigned to such elevator or elevators shall move on permits only. The com'te then must request the Ass'n of American Railroads to declare an embargo against such elevator. The com'te likewise must ask for lifting of such embargo when congestion has been cleared. A. E. Schultz, sec'y of the Toledo Board of Trade, will issue and sign all permits acting for the Board's com'te.

OKLAHOMA

El Reno, Okla.—The Canadian Mill & Elvtr. has installed Superior CC Elevator Cups.

Chickasha, Okla.—The Chickasha Cotton Oil Co. is equipping its mill to crush peanuts.

Tipton, Okla.—J. M. Cobb, 74, employed for many years with the Wichita Elvtr. Co., died recently.

Amorita, Okla.—Work is progressing rapidly on the flour mill being erected by the Peebles Grain Co.

Ponca City, Okla.—High winds did a small amount of damage recently to the V. G. Spencer plant.

Stillwater, Okla.—Stock owned by the Good-holm Flour & Feed Co. was badly damaged by fire June 18.

Gould, Okla.—High winds did a small amount of damage to the S. W. Carmack Elevator recently.

Goodwill, Okla.—The Farmers Elvtr. Co. recently installed a new Steinlite Moisture Tester at its elevator.

Piper, Okla.—The Farmers Union Co-operative Exchange elevator was totally destroyed by fire on June 25.

Hooker, Okla.—Twenty-one government storage bins of 2,500 bus. capacity each were erected here, to hold government wheat moved from elevators in which bonded wheat is stored.

Dacoma, Okla.—The Farmers Elevator has leased the old hardware building and will use it for grain storage.

Waurika, Okla.—H. M. Malone, manager of the Pruitt Produce Co., has purchased the Kimball elevator and will handle a complete line of feeds.

Oklahoma City, Okla.—The Nelson Grain Co., Clinton, Okla., has leased the local armory and is converting it into grain storage space for this year's harvest. The structure will house approximately 40,000 bus. of grain.

Nash, Okla.—The Nash Equity Farmers Elevator established a new high record for intake of grain June 20 when it unloaded 53,000 bus. of wheat over its scale in the one day period. This exceeded by about 10,000 bus. the former previous high, set in 1939.

Clinton, Okla.—The Nelson Grain Co. leased the Clinton armory for storage space for the present harvest grain crop. The armory has a capacity of approximately 40,000 bus. The Hoyt Grain Co. of Custer City has leased the Clinton Elevator for storage for the season.

Woodward, Okla.—While the Kimball Elvtr. Co. is rushing completion of three more 35,000-bu. capacity storage tanks to add to its already completed six bins, workmen are starting construction of three more bins. Upon completion of the bins the company will have storage capacity of 425,000 bus. John Duncan, manager, said other units will be installed as soon as possible.

Enid, Okla.—The city commission denied at this time request to lease the fair pavilion for storage of wheat, made by E. N. Puckett, manager of the Union Equity Co-operative Exchange. If the demand for storage space for wheat becomes acute, however, it was said the matter would be reconsidered. Under those circumstances the pavilion would be opened for bids so that all grain companies may have an opportunity to use whatever facilities it offers, officials said.

Gould, Okla.—The Adair-Morton Grain Co. elevator was damaged during the heavy wind and rain storm early June 22 when a large storage bin on the south side of the structure was severed from the main building. The management reported 155,000 bus. of grain brought to the elevator up to June 24, with 50,000 bus. expected before the end of the harvest. Adair-Morton Grain Co. has rented and bought storage in Gould and Hollis, sufficient to care for the crop, it was stated.

Stillwater, Okla.—Fire starting in the top of the elevator shaft at the Stillwater Cotton & Grain Co.'s building June 18, burned a sizable hole in the roof before it was extinguished. The building is rented by Harold Goodholm for storage purposes, he also operating a grinding and mixing business there, and the elevator. The building is filled with grain, and firemen, while putting out the blaze, used tarps to protect the grain from water damage so far as possible. But their sense of duty did not end with putting out the fire. The following day, when storm clouds gathered, they remembered the unprotected grain. Hurrying to the plant, they spread a tarpaulin over the roof before the rain fell.

Enid, Okla.—The Union Equity Co-operative Exchange has leased several buildings for storage space and has constructed a portable elevator so that old wheat can be transported from the regular bins. J. B. Hurst, county agent, reported other elevator owners also have leased several buildings and report practically all are filled. Mr. Hurst stated farmers are piling the barley crop on the ground and in drive-ways, saving all storage space for the incoming wheat crop. Altho weather may cause slight damage to the barley, it will not be as harmful as it would be to wheat, he pointed out, adding most of the barley crop is used for feed for stock and some for replanting. Possibly the only part of the crop that might suffer from exposure would be the grain at the bottom of the pile due to heat and dampness.

PACIFIC NORTHWEST

Ritzville, Wash.—The Ritzville Warehouse Co. is building a crib-type elevator for wheat storage.

Huntsville, Wash.—The Touchet Valley Warehouse Co. is building a 40,000-bu. elevator here.

Witbur, Wash.—The Olson garage building has been rented to J. H. Llewellyn, who will install a feed mill there.

Buckley, Wash.—Truman Frye, Mt. Vernon, has succeeded Abner Olson as manager of the Standard Feed Co. store.

Washtucna, Wash.—The Washtucna Grain Growers, Inc., declared a patronage and membership dividend of \$20,000 recently.

Lynden, Wash.—Abner Olson, who has been manager of the Standard Feed Co. Albers distributor for the Buckley area, has been appointed manager of the new Albers feed store.

Long (Dayton p. o.), Wash.—The Touchet Valley Warehouse Co. is taking down its local warehouse and will use the material in the construction of a 40,000-bu. elevator at Huntsville.

Cottonwood, Ida.—The Cottonwood Elvtr. Co. is building a crib type elevator unit to the storage facilities of their local plant. The new unit will have a capacity of 50,000 bus. Wm. Ruhoff has the contract.

Spokane, Wash.—The Pacific Northwest Grain Dealers Ass'n, Inc., recently enrolled as new members, the Milton Elvtr. Co., Milton, Ore., and Walter F. Cornehl, Bridgeport, Wash.—Don M. Gemberling, sec'y.

Olympia, Wash.—The combination feed store and home of Mr. and Mrs. Joe Thompson, on Pacific Highway near Black Lake Road, one mile south of here, burned recently. A quantity of the grain stock was saved.

Echo, Ore.—Construction of the 150,000-bu. Farmers Union bulk grain elevator along the highway between here and Pendleton is progressing rapidly. All of the concrete work has been done and the 80-ft. frame structure is well under way.

Seattle, Wash.—Due to the expansion of the 13th Naval Dist. Headquarters offices in the Exchange Building, Brown-Jeklin & Co., member of the Seattle Grain Exchange and Pacific Northwest Feed Ass'n, Inc., has moved to quarters in the American Building.

Seattle, Wash.—Effective July 1, the Grain Exchange has changed its schedule of discounts for the coming year, raising the service charge per car of weevily wheat to \$25 from \$15. In the coarse grain schedule the sacked differential is raised to \$2 from \$1.50, over bulk.

Portland, Ore.—John P. Macaluso, former president of the Vancouver Grain Exchange, and while a resident of that city serving as manager of the Vancouver office of Dreyfus & Co., and later its successor, Leval & Co., has been transferred from the company's New York office to its local branch.

Seattle, Wash.—The contract for construction of 36 reinforced concrete grain bins at the Hanford St. Terminal has been awarded to the Kuney-Johnson Co. by the Port of Seattle. Work has started, to be completed within ninety days. Each bin will be 20 ft. in diameter, 85 ft. high. The Hanford St. Terminal now has capacity for 1,750,000 bus. of wheat. Space at the Hanford and Spokane St. Terminals has been relinquished for defense cargoes and the grain elevator annex is needed to provide a workable unit for the port.

Puyallup, Wash.—The Hugh B. Clark Feed Co. is being voluntarily dissolved.

Spokane, Wash.—Fred Bowen is local manager for the Farmers Union Grain Terminal Ass'n. The company has established its office in the Peyton Bldg. and will operate the 700,000-bu. concrete elevator built by the Farmers National Grain Corp. some years ago. Chet Black will continue as plant superintendent.

Oakdale, Wash.—Walter L. Wilson has been appointed manager of the Inland Empire Pea Growers Ass'n, Inc. Mr. Wilson has been active in the grain brokerage business and has most recently been chief of the Commodity & Traffic Division of the Federal Crop Insurance Corp. The ass'n's processing plant, construction of which was started last April, is scheduled for completion by July 15. The total cost of the building and equipment will be approximately \$50,000. The plant will have an estimated capacity of three carloads in every 24 hours.

Pullman, Wash.—The Pullman Grain Growers have purchased seven warehouses from the Pacific Coast Elvtr. Co. to augment grain storage facilities for the Pullman district. The warehouses are located at Armstrong, Busby, Chambers, Fallons, Whelan, Sunshine and Pullman. Howard Hughes, manager, stated the additional space increases Grain Growers storage about one-third. Most of the Armstrong and Pullman warehouses will be turned into bulk wheat and barley storage, he said. At Busby and Chambers the company will use its present warehouses for bulk and the recently purchased houses for sack storage. At Fallons a part of the recently acquired house may be turned into bulk storage. H. C. Moulton, manager of the Pacific Coast Pullman district for the last 14 years, will be associated with the Pullman Grain Growers. The latter company now operates six elevators, 14 warehouses and a pea processing plant.

Portland, Ore.—The following rule has been put into effect on the Portland Merchants Exchange Cash market: Bids and offers shall be based on deferred delivery of country or terminal stored untreated wheat. Sellers shall be given 15 days to complete shipments following instructions. Sellers may tender country warehouse receipts or terminal warehouse receipts for untreated wheat with Coast transit privileges and draw in full. Insurance and warehouse receipt storage charges from date of delivery of warehouse receipts shall be for buyers account. When shipment is desired buyer shall surrender said warehouse receipts to seller with instructions and seller shall at once arrange shipment, or he may then deliver other wheat which is applicable under terms of contract. Buyer may demand return of advance upon surrender of receipts. Final settlement on contract shall be on official unloading weights and grades and shall include accumulated warehouse charges on receipts for period held by buyer.

PENNSYLVANIA

New Stanton, Pa.—The flour mill belonging to the James F. Stanton Estate was struck by lightning on May 30. The resulting loss was not large.

Philadelphia, Pa.—Edmund P. Cochran, 63, president until last February of the Philadelphia Standard Hay & Grain Co., which he organized, died recently at his home in Atlantic City. He had been a member of the Commercial Exchange of Philadelphia for 34 years.

Philadelphia, Pa.—Herman Schwartz, head of the General Feed Co., died in New York City June 17 during a business trip. Apparently he took his life because of worry over business obligations. A director of the General Feed Co. for the past 10 years, Mr. Schwartz also was associated with the Eastern Commodities Corp., dealing in grains and other products.

SOUTH DAKOTA

Wall, S. D.—Thirty steel bins will be erected here for grain storage.

DeSmet, S. D.—The Ford garage building, vacant in recent months, has been rented for grain storage purposes.

Flandreau, S. D.—A clogged sewer recently was responsible for water accumulating in the pits of the Peavey Elevators elevator.

Gayville, S. D.—J. G. Corey recently resigned his position at the King Grain Co. elevator and has been succeeded by Wilson Anderson.

Conata, S. D.—Sixty pre-fabricated wooden bins will be erected here at Wasta and New Underwood, to be used for grain storage.

Estelline, S. D.—A net profit of \$4,000 was made by the Estelline Co-operative Grain Co. during the last year. Sales totaled almost \$100,000.—F. E.

Vermillion, S. D.—The J. C. Mullaney Grain Co. recently installed a 25-ton capacity Fairbanks Scale, with 28 x 15 ft. deck, and equipped with a hydraulic lift.

Rapid City, S. D.—Forty-four steel grain bins, shipped in from Iowa, are being put up near the Milwaukee railroad roundhouse to be used for grain storage.

Pierpont, S. D.—Officers of the Co-operative Elvtr. Co., elected at its annual meeting, are: J. H. Aadland, president; K. W. Johnson, sec'y-treas.; F. M. Roberts, mgr.—F. E.

Emery, S. D.—Ray Cochran, manager of the Leola (S. D.) Equity Exchange elevator for the past 10 years, recently purchased the William P. Driscoll elevator which he will operate.

Castlewood, S. D.—Net profit of the Farmers Grain & Produce Co. during the year ending May 31 was listed at \$14,362.65. Total sales during the year amounted to \$223,884.—F. E.

Junius, S. D.—Frank Campbell of Madison is new manager of the Peavey Elevators elevator, succeeding Kenneth Lockwood who resigned to return to farming near Emmetsburg, Ia.

Presho, S. D.—C. S. Hubbard, owner of the tourist cabin camp, is turning nine of his cabins into granaries which will accommodate a total of 15,000 bus. of grain, and is renting them out for storage purposes.

Madison, S. D.—Frank H. McGowan has retired as manager of the Farmers Elvtr. Co. after 24 years in that position. His son, Dean F. McGowan, has succeeded him, after 12 years as assistant manager.

Webster, S. D.—The Pacific Grain Co. has a new Soweigh 30-ton Motor Truck Dump Scale, with wood deck 34 x 9 ft. and equipped with New Style Grain Beam. T. E. Ibberson Co. is doing the work.

Willow Lake, S. D.—A net profit of \$4,136.22 for the year was reported at the meeting of the Farmers Elevator Co. Total business was \$107,331.83. The elevator handled about 171,000 bus. of grain during the year. Jim Morgan was re-employed as manager and Lester Phillips as assistant.—F. E.

Centerville, S. D.—The J. C. Mullaney Grain Co. has repaired its elevator and placed a new foundation under the east half of the structure. A commercial feed room, 14 x 20 ft., has been constructed just north of the office, to be used exclusively for commercial feed, a full line of which is being handled by the company. An 8 x 10 ft. office will be built for the manager, W. L. Disbrow, just east of the present office room.

STRATTON GRAIN CO.

MILWAUKEE, WIS.

CHICAGO, ILL.

SPRINGFIELD, O.

ST. JOSEPH, MO.

NEW YORK, N. Y.

MILL FEEDS — FEED PRODUCTS — BY-PRODUCTS*Consignments and Future Orders Solicited*

Waubay, S. D.—Property of the Pacific Grain Co. was damaged by recent high winds. The loss was small.

Webster, S. D.—A dividend of 8 per cent on stock and $4\frac{1}{2}$ per cent on patronage was paid this year by the Webster Equity Elevator & Trading Co. I. W. Overton is manager. Chief speaker at the annual meeting was A. J. Larsen of Minneapolis.—F. E.

Ortley, S. D.—Math Pederson was elected president of the Farmers Elevator at its annual meeting and Carl Mundt, sec'y. Sherman Orton was re-employed as manager. The elevator reported a good year. A $4\frac{1}{2}$ per cent patronage dividend was declared.—F. E.

Ree Heights, S. D.—Stockholders of the Farmers Elevator have voted to become co-operative in accordance with the state law. Thor Nerland was elected president; and John Lawlef, sec'y-treas. The company paid a five per cent dividend. H. H. Gardner is manager.—F. E.

SOUTHEAST

Birmingham, Ala.—The Western Grain Co. recently installed new Superior DP Elevator Cups in its elevator.

Spartanburg, S. C.—The Spartan Grain & Mill Co. has installed Superior DP Elevator Cups manufactured by K. I. Willis Corp. of Moline, Ill.

Pensacola, Fla.—A feed store operated by L. D. Harger, and feed valued at more than \$12,000 and 1,000 baby chicks recently were destroyed by fire.

Birmingham, Ala.—Cosby-Hodges Milling Co. recently purchased the grain elevator and brick office and warehouse building formerly occupied by the Plosser-Knecht Grain Co. and will occupy it in an expansion of its business.

Moorefield, W. Va.—The Moorefield Farmers Supply has opened for business at the Sions warehouse building near the B. & O. station as distributors of the Southern States Co-op., and sponsored by the Schriver Co., Inc., and Hardy County farmers. A complete line of stock, dairy, hog and poultry feeds, seeds, fertilizers and farm lines will be carried. K. G. Vance is manager.

TENNESSEE

Harriman, Tenn.—Robinson-Evans Milling Co. will rebuild its mill here, recently destroyed by fire.

Tiptonville, Tenn.—The Mississippi Valley Dehydrating Ass'n, a new alfalfa mill, is in operation with J. W. Elliott as manager.

TEXAS

Hereford, Tex.—The Sears Grain Co. has taken over the Kimbell Milling Co.

Kerrick, Tex.—The D. T. Wadley Grain Co. recently installed a new Steinlite Moisture Meter.

Black, Tex.—The Farmers Associated Elvtrs. has increased its capital stock from \$48,000 to \$60,000.—P. J. P.

Plainview, Tex.—Leigh Raetz has been transferred from Cozad, Neb., to the local plant of the Denver Alfalfa & Milling Products Co.

Ennis, Tex.—The Ennis Grain Co. has been organized; capital stock, \$1,000; incorporators, Lucretia Welborn, O. L. Gragg and R. H. Montgomery.

Lubbock, Tex.—The repair of the dust explosion damage which occurred several weeks ago in the local Burrus Panhandle Elevator is proceeding. Ryan Construction Co.'s work of reconstruction was complicated by the fact that the explosion blew most of the spouts from the bottoms of bins in the conveyor tunnel, which let the bins drain into the tunnel, from which grain had to be reclaimed before work on repairing the damage could be started. More than 700,000 bus. of wheat was so reclaimed.

Oakwood, Tex.—The grist mill has been moved to Roy Perry's home in the north part of town. A new electric mill has been installed.

Booker, Tex.—Recent improvements in the equipment of the Booker Equity Elevator include the installation of new Superior DP Elevator Cups.

Houston, Tex.—Marcel Heyman, 45, president and general manager of the Houston Milling Co., Inc., died June 28 following a heart attack, suffered ten days previously. Mr. Heyman came to this country in 1936 from France. He was associated with the largest milling interests of that country, who had expanded their operations to the United States. Under his guidance the capacity of the Houston plant was more than doubled to 4,000 bbls. daily; a large corn mill was added and the company entered the mixed feed manufacturing business on a large scale. Also large additions were made to the grain storage capacity, the company now operating more than 5,000,000 bus. of space under lease and ownership, including the Houston Public Elevator, owned by the city of Houston.

UTAH

Kaysville, Utah.—Henry H. Blood, 69, president of the Kaysville-Layton Milling Co., and governor of Utah from 1932 to 1940, died June 19 in Salt Lake City, after six days' illness.

WISCONSIN

Milwaukee, Wis.—Walter Stern, 71, pioneer flour and feed miller, died June 22.

Wrightstown, Wis.—The A. G. Wells Elvtr. Co. sustained a small loss recently when high winds damaged its plant.

Ripon, Wis.—Henry O. Nash has sold the Ripon Roller Mills to his son, Stuart B. Nash, who has taken possession.

Center Valley, Wis.—The Center Valley Co-op. Ass'n recently installed Superior CC Elevator Cups in its elevator.

Madison, Wis.—James R. Garver, Jr., 23, only son of James R. Garver and who was associated with his father in the feed business before his recent induction into the army, died June 10 at Jefferson Barracks, Mo., of spinal meningitis.

Centerville, Wis.—A local grist mill crumpled and was swept into Lake Michigan when torrential rains approaching a cloudburst fell early June 28. There were about 1,000 chickens housed in a building adjoining the mill and nearly 700 of them were swept into the lake and drowned.

Rice Growers Need Special Sickles

By J. H. G.

Rice growers in six parishes of Louisiana are threatened with the loss of thousands of acres of their 1942 rice crop because of the lack of a small, half-moon sawtoothed steel blade about 19 inches long, a rice sickle. This instrument heretofore has been obtained from England, but the war has caused the manufacturers to cease production of the sickle.

In the parishes involved a large part of the rice is harvested by hand, because rice binders cannot be used as tractors usually used to haul the binders would bog down. It will be necessary to obtain about 3,000 sickles if the growers are to save a large part of the new crop.

The Arkansas Supreme Court has invalidated an act of the legislature creating a rice development commission and levying a tax of 2c per 100 lbs. on rice for promotional and advertising purposes.—J. H. G.

SCALE TICKETS FOR GRAIN BUYERS

Scale and Credit Tickets—Form 51 Duplicating contains 100 leaves of white bond paper, each leaf bearing five tickets, machine perforated for easy removal, and 100 leaves of yellow post office paper, each leaf bearing five duplicates which remain in the book. Also 4 sheets of No. 1 carbon. Size of book $5\frac{1}{2} \times 13\frac{1}{2}$ inches, check bound, well printed. Each leaf is one ticket wide and five tickets deep. Order 51 Duplicating 500 tickets. Price, \$1.25, plus postage. Weight, 1 $\frac{1}{2}$ lbs.

Crop Delivery Record (Duplicating) — This multiple load scale ticket form has two tickets to a page so that grain from two farmers may be recorded without turning a leaf. Each ticket is ruled to record receipt of 23 loads including the date, hauler's name of each load, gross, tare and net, and has spaces at the bottom for recording the total bushels, the price, the check number, and the total amount paid in settlement. Especially convenient when a farmer sells his entire crop at one time, delivering all of it within a few days. Originals (120) of attractive goldenrod bond paper, 120 duplicates of manila, and 8 sheets of No. 1 carbon paper to the book, with heavy gray pressboard covers, cut flush. Spiral wire bound so that open book lays flat, or may be folded back upon itself in open position to facilitate entries. Size, $8\frac{1}{2} \times 10\frac{1}{4}$ inches. Shipping weight, 2 lbs. Price, \$1.25 each, plus postage. Order Crop Delivery Record, Form 69 Spiral.

Improved Grain Tickets—Using Form 19GT as a scale book saves much time and labor as one writing with the use of carbon will give you a complete record and a ticket for the hauler. Each of the 125 original leaves bears four scale tickets, printed on white bond, machine perforated. Each ticket is 3 inches wide by $\frac{5}{8}$ inch long. The 125 duplicate leaves are printed on manila, but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Each book is $7\frac{1}{2} \times 12$ inches, supplied with 5 sheets of No. 1 carbon. Duplicating weight, 2 $\frac{1}{2}$ lbs. Order 19GT Dup. Price, \$1.35, plus postage.

Triplicating is the same as 19GT Duplicating. In addition, sheets of strong white tissue are bound in between the original tickets and the duplicates so as to facilitate making three copies with one writing. Five sheets of dual-faced No. 1 carbon. 375 leaves. Weight, 8 lbs. Order 19GT Trip. Price \$1.75, plus postage.

Scale Ticket Copying Book — Contains 150 leaves bearing 600 originals and 600 duplicates, four originals and four duplicates printed on each leaf and perforated so outer half of each leaf may be folded back on the duplicate, thus giving an exact copy of all entries on the original. Leaves of white bond are machine perforated between tickets so they may be easily removed without tearing. Duplicate remains attached to original until all entries are completed. Check bound, size $9\frac{1}{2} \times 11$ inches, and supplied with 5 sheets of No. 1 carbon. Order Form 73. Weight, 2 $\frac{1}{2}$ lbs. Price, \$1.45, plus postage.

Duplicating Scale Ticket Book — A labor-saving scale ticket book in which the buyer keeps a carbon copy of the entries made on every scale ticket issued, so altered or spurious tickets may be readily detected. This book contains 100 leaves of white bond paper, machine perforated, bearing 800 tickets, inter-leaved with 100 blank manila sheets. Well printed and bound in heavy board covers. Supplied with 4 sheets of No. 1 carbon paper, size $8\frac{3}{4} \times 11$ inches. Order Form 62. Price, \$1.55, plus postage. Weight 8 lbs.

Duplicating Wagon Load Receiving Book—This book is designed to facilitate the work of country buyers during the busy season when each farmer is delivering a number of loads daily. Each leaf bears two tickets and is perforated down the middle so that when the sheet is folded back on itself, and a sheet of carbon inserted, an exact duplicate will be made of each entry on the other side of the sheet. Each leaf has room for name of farmer and the hauler of 24 loads in duplicate. Outer half may be torn out and given to the farmer or sent to headquarters of line company. The book is 12 x 12 inches, check bound with heavy boards, contains 225 leaves ruled both sides, and nine sheets of No. 1 carbon. Order Form 66. Weight, 4 lbs. Price \$2.85, plus postage.

Cash with order for twelve copies of any of the above books earns 10% discount.

GRAIN & FEED JOURNALS CONSOLIDATED

327 So. La Salle St., Chicago

Grain Carriers

Unload this Car without Delay, thus Give Defense the Right-of-Way.

Washington, D. C.—The O.D.T. has postponed until July 15 its order requiring trucks to have a 75 per cent return load.

Altho its traffic increased 12 per cent the Inland Waterways Corporation, a government agency, recently reported for the year 1941 a deficit of \$190,561. Pretty good for a government venture into business.

Missouri Pacific Railroad Co.'s Supplement No. 7 to Tariff No. 6024-K, effective July 25, increases rate on grain and grain products between East St. Louis and Diehl Spur, Krause, Kise Spur, and Warnock, Ill.

Des Moines, Ia.—The Farm-to-Market Carriers Ass'n has been organized to haul livestock to cities and return with feed, seed and farm supplies. All common carriers are eligible. The Ass'n is co-operating with the Iowa Grain, Feed and Seed Truck Pool.

The New York Central Railroad Co.'s Supplement No. 104 to Tariff No. 1370-D, effective July 12, increases rate on grain and grain products from Bethalto, Moro, Dorsey's and Livingston to East St. Louis, Ill., and from East St. Louis to Livingston and Moro, Ill.

Springfield, Ill.—The Illinois Commerce Commission has granted the petition of the Illinois and the Illinois Farmers Grain Dealers Ass'ns for a suspension of the expiration date on local rates on corn from northern Illinois points to Chicago. The expiration date has been postponed to Oct. 28.

Joseph B. Eastman, ODT Director, has asked a large number of manufacturers, producers and distributors to submit, beginning June 15, an advance monthly estimate of traffic movement from their establishments. The information, to be provided on a special form, will include the commodity to be shipped, the number and kind of cars needed, their destinations and, if highway transportation is to be used, the number of trucks contemplated.

Grain and grain products loading totaled 44,066 cars for the week of June 27, an increase of 5,120 cars above the preceding week, but a decrease of 8,865 cars below the corresponding week in 1941. In the Western Districts alone, grain and grain products loading for the week totaled 31,051 cars, an increase of 4,877 cars above the preceding week, but a decrease of 7,843 cars below the corresponding week in 1941, as reported by the Ass'n of American Railroads.

Class I railroads in the Western District in the first five months of this year had an estimated net income, after interest and rentals of \$71,400,000, compared with \$6,736,908 in the same period last year. Operating revenues of the Class I railroads in the Western District in the five months of 1942 totaled \$996,078,695, an increase of 40.9 per cent compared with the same period in 1941, while operating expenses totaled \$667,749,889, an increase of 30.1 per cent above 1941.

The Board of Economic Warfare has assigned a shipping rating of "B" on the following commodities when exported under a general license to other American Republics: Wheat, wheat flour (wholly of United States wheat), other wheat flour (milled in bond), wheat cereal foods, wheat semolina, rye corn, corn meal, hominy and corn grits, oats, oatmeal, biscuits and crackers, milled rice, rice flour, etc. A shipping rating of "D" has been assigned to the following commodities: Barley, buckwheat, mixed and prepared feeds, wheat feeds, bran middlings, etc.

Louisville, Ky.—Increased switching rates advancing the present average of \$2.97 to an average of \$6.93 a car, depending on the type of merchandise carried, sought by the Kentucky

& Indiana Terminal Railroad Co., are likely to "retard the growth of Louisville as a commercial center," J. P. Haynes, manager of the traffic department of the Board of Trade, said. A hearing at the Brown Hotel is being conducted by Examiner M. J. Walsh, Washington, of the Interstate Commerce Commission, who will make his recommendation to the commission. Testifying, J. A. Howison, K. & I. Terminal Railroad's general freight agent, declared shippers would bear little of the boost asked. Mr. Howison told M. J. Walsh, I.C.C. examiner, and Frank L. McCarthy, Kentucky Railroad Commission chairman, sitting jointly, that increased costs of labor and materials ranging from 20 to 25 per cent justified the application for rates averaging \$6.93 a car. The rates now average \$2.97.—A. W. W.

Computing Demurrage

Effective July 10, interstate and Illinois intrastate, in computing time for demurrage charges, Sundays and legal holidays will be excluded only in computing free time. When a legal holiday falls on Sunday the following Monday will be excluded in computing free time.

After free time has expired Sundays and legal holidays will not be exempt in computing time for demurrage charges. For example, where the free time for ordering grain off the inspection track expires with 6:00 p. m. Saturday, and disposition order is not placed that day, demurrage will be charged for the following Sunday and each succeeding day until car is released.

Proposed Demurrage Assailed by Interstate Commission

Commissioner Splawn, chairman of the legislative committee of the Interstate Commerce Commission, has written a letter to Chairman Wheeler of the Senate Interstate Commerce Committee attacking Senator Reed's proposal to reduce free time and to increase demurrage rates. He says:

Under S. J. Res. 147 the period of free time would be reduced to 36 hours, the effect of which would be to cause the period to expire at 7 p. m. instead of 7 a. m., except for deduction of hours between 1 p. m. and 6 p. m. on the preceding day. We are not advised of the reason for this proposal. Where a shipper has been unable to unload within the daytime of the 48 hours' free time now permitted, often the unloading is continued during the night so as to release the car before demurrage commences to run the following morning. To end the period at 7 p. m., as here proposed, would leave the shipper no incentive to complete unloading during the remainder of the same day and would therefore tend to delay rather than hasten release of the car. The Commission has given consideration to a possible deduction of daylight hours available to the shipper on the day the car is placed, as here proposed, but on present information is not disposed to favor such an arrangement.

The increase in the charge payable by the shipper for car detention beyond free time, proposed in S. J. Res. 147, would amount to a severe penalty. Careful consideration should be given to the question whether such a drastic remedy is indicated. Such a penalty conceded might induce some uncooperative shippers, who, we believe, are comparatively few, to release cars more promptly, but on the other hand, there are a considerable number who regardless of the penalty would find it impossible or impracticable to do any better than they are now doing.

For example, some industries do not operate at night or on Sundays and holidays. In some instances this fact is due to labor agreements or to a shortage of labor. Under such circumstances the imposition of a stiff penalty would merely add to the shipper's operating costs and to the railroad's revenues without any saving of car detention.

A new way of handling bulk grain, has been devised by D. H. Shuss, operating a farm between Asotin and Anatone, Wash. Instead of loading the grain direct from the combine into the truck bed Mr. Shuss has bins scattered in strategic spots over the field, where the combine dumps the wheat without waiting for trucks.

Dakota Grain Schools Attract Many

Fifteen grain schools were held in the Dakotas beginning June 9 at Brookings, S. D., and ending June 26 at Lisbon, N. D. It included meetings at Watertown, Aberdeen and Webster, S. D., and Grand Forks, Devils Lake, Minot, Lisbon, Mott, Mandan and Jamestown N. D. The total attendance was 632 and included grain dealers, A. A. A. Commodity Loan inspectors, county agents and farmers. The meetings were sponsored by the Northwest Crop Improvement Ass'n, in cooperation with the State Agricultural Colleges and the U. S. Department of Agriculture.

The students were seated at long tables and examined samples of grain, analyzing them for the various factors, such as thistle-stained, heat-damaged, sprouted and sick wheat. Special stress was placed on the problems arising from storing high-moisture grain. The insect pests in stored grain and the control methods were also taken up. The grain storage situation was discussed. The program also included examination of barley samples and the grade requirements for malting barley. It was pointed out that one load of wet grain placed in a farm bin would not dry out materially and it is hoped that grain in farm storage will be dried and uniform as to moisture content.

Those taking part in the program were Mr. H. O. Putnam, Sec'y, Northwest Crop Improvement Ass'n; Mr. Willis B. Combs, Extension Service, U. S. Department of Agriculture; Mr. U. J. Norgaard and Mr. George Gilbertson, Extension Specialists, S. D., Agricultural College and Mr. William J. Leary and Dr. J. A. Munro from the N. D. Agricultural College.

Wheat futures trades on the Chicago Board during June increased moderately, aggregating 450,000,000 bus., against 393,125,000 in May. A large turnover occurred in rye, which amounted to 80,736,000 bus., about 5 times as much as in June last year, as reported by the C.E.A.

Confirmation Blanks

Simple - Complete - Safe

If you would avoid trade disputes and differences, and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs and returns one and retains the other.

This places the entire burden for any misunderstanding of your intentions upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate, bound with pressboard and wire stitched, size 5½x8". Order Form No. 6 CB. Weight, 9 oz. Price 75c; three copies \$1.95, plus postage.

Grain & Feed Journals
CONSOLIDATED

327 South La Salle St., Chicago, Ill.

Field Seeds

Toledo, O.—Chas. S. Burge, pres. of the S. W. Flower Co., died July 1, after a 3-months' illness.

Grinnell, Ia.—Claude Ahrens is adding a warehouse and drying department, 90x30, to double the capacity of his hybrid seed corn plant.

Clear Lake, Ia.—R. E. Hayden is moving the office of the Imperial Seed Co., which he operates, to a garage building that he has purchased.

Moscow, Ida.—The Moscow-Idaho Seed Co. is building an elevator 20x40 ft. and 30 ft. deep for pea storage, the work floor to be a feed department.

Clinton, Ia.—The W. Atlee Burpee Co., of Philadelphia, has opened offices in its new home, a former cracker factory, and has nine persons employed at clerical work. Indications are that seeds will be distributed early this fall.—A.G.T.

Craigmont, Ida.—The Chas. H. Lilly Co., of Seattle, pioneers on rape growing, has a large percentage of the 10,000 acres of rape under contract. Other companies having rape under contract are Mark Means Co., Duthie Co. and Northrup, King & Co.

Marysville, Kan.—In the wheat improvement contest sponsored by the Kansas Crop Improvement Ass'n first place was awarded to Dan Musil of Frankfort, second place to Peeks Bros., Marysville, and third to Otto Rutti, also of Marysville, on their Tenmarq plots.

Lexington, Ky.—The Ass'n of Official Seed Analysts of North America will hold its annual convention July 28 to 31 at the University of Kentucky, where a large meeting room is available near the seed laboratory. C. N. McIntyre, director of the Ohio Seed Laboratory, is program chairman.

Eminence, Ky.—Fire early June 25 damaged the Giltner Seed & Feed Co. structure before Eminence and New Castle fire departments could bring it under control. Loss was estimated at \$18,000 by R. M. Giltner, one of the owners. Several trucks and part of a stock of farm implements were saved.—A.W.W.

Mankato, Minn.—Seed corn drying plants are being constructed by Northrup, King & Co. at Mankato and Shakopee, Minn. The Mankato plant will have three units, two stores high, with a capacity of four carloads. The Shakopee plant will be 170 by 30 feet. The buildings are being constructed of concrete blocks and will have sheet metal roofs.—F. E.

Crawfordsville, Ind.—A. Homer Flanigan, 64, president of the Crawfordsville Seed Co., died at his home on June 26 after a short illness. Born on a Montgomery County farm, he attended Wabash College preparatory school, and in 1893 joined the Crabbs-Reynolds-Taylor Co. With the late Shirl Herr, he organized the seed company which he headed.—W.B.C.

Washington, D. C.—Vegetable and flower seeds originally were included in the list of "cost-of-living" commodities which necessitated filing ceiling prices on these items. A recent order has removed these seeds from the "cost-of-living" commodities so it is not now necessary to file prices for vegetable or flower seeds so long as they maintain their original identity without being further processed into products commonly designated by other names.

Salem, Ore.—A meeting of seedsmen was held June 25 at the Chamber of Commerce, with Howard Hadley, chairman of the seed committee of the Oregon Feed & Seed Dealers Ass'n as chairman.

Shenandoah, Ia.—John W. Nicolson, vice pres. of the Henry Field Seed & Nursery Co., states that "An employee of our company, not an officer, and with no authority to sign any contract for the company, did in April attach his 'OK' to a contract for popcorn to be delivered next year. The very day the matter came to our attention we repudiated the alleged agreement by wire and followed confirmation of such repudiation by letter the same day." The alleged contract is the basis of a suit for \$10,000 damages brought by Confections, Inc., of Chicago, for failure to deliver 1,500,000 lbs. of popcorn.

Little Rock, Ark.—Jack Holt, attorney-general, has ruled that the state can not collect inspection fees on agricultural seed being distributed by the Agricultural Adjustment Administration in the form of parity payments. "We think that it is clearly shown that the AAA is not selling seed in Arkansas but furnishing seed to the farmers," Holt said in an opinion to Chief Inspector Paul H. Miller of the State Plan Board. "Therefore the AAA seed would not be required to be tagged and no tax could be levied." Holt also advised Miller that private growers who delivered seed through the mail would be required to pay inspection fees although they did not advertise by written or printed notice.

Fargo, N. D.—Seed analysts from all parts of North and South Dakota and Minnesota gathered at the state seed laboratory June 22 to study how to make seed analysis uniform throughout the Northwest. A detailed study was made of most of the wild wheatgrasses. Special emphasis was placed on quack grass identification. O. A. Stevens, weed specialist, conducted field trips for the purpose of identifying the actual plants growing from weed seeds also found in the pure seed analysis work. Material placed in the germinators earlier during the month was available for study each day of the conference. Abnormal and normal sprouts both from actual germination tests and from prepared photo plates were reviewed and considerable study was made of various types of sprouts.

Farm Seed Division Meeting

The Farm Seed Division of the American Seed Trade Ass'n held its meeting June 23 at the Hotel Pennsylvania, New York, with Elmer Townsend of Buffalo, N. Y., presiding.

STANLEY FOLSOM, sec'y, read the minutes of the preceding meeting at Chicago in January.

CHAS. ROSS presented his treasurer's report. W. A. DAVIDSON, of the U.S.D.A., spoke on Problems in Administering the Federal Seed Act.

GEO. DICK, technical adviser to the British Ministry of Food, said, "Shipping space is the problem. I want the cream; there is no use shipping skim milk on a boat where space is very scarce."

A prayer was said for the recovery of Homer

Flanigan, of Crawfordsville, Ind., who was ill. He has since passed away. He was elected chairman, Stanley Folsom, vice chairman, Robert Hayden, sec'y, and Chas. Ross, treas.

American Seedsmen Hold Rousing Convention

More than 500 persons were in attendance at the opening session of the annual convention of the American Seed Trade Ass'n, June 22, at the Hotel Pennsylvania, New York.

Prayer was offered by Dr. Ralph W. Key, pastor of Rutgers Presbyterian Church.

LEONARD CONDON, Rockford, Ill., responding to the address of welcome by Hon. Daniel Wooley, commissioner of markets, said the crops are coming along in fine shape and with favorable weather we shall have a well filled food basket for all our Allies.

WM. COUSE, pres. of the Canadian Seed Trade Ass'n, was introduced.

T. MAURICE SCOTT, St. Louis, chairman membership committee, reported 53 membership applications.

JAS. A. YOUNG, executive sec'y, Chicago, gave a discussion of price ceilings, lend-lease priorities, draft deferments, national victory garden campaign, legislation.

C. E. KENDEL, treas., reported the finances of the Ass'n to be in good condition.

J. GEO. MANN, Minneapolis, outlined the regulations for wartime transportation and the functions of the O.D.T.

BURKE SCHRIVER'S report for the hybrid seed corn division was read by Jas. Young, as follows:

"It is going to be very difficult for not only the hybrid seed corn producers of this association to get the necessary supplies and materials necessary for their work, but for all of us as seedsmen to secure these supplies and materials. It is therefore felt, in view of all of these foregoing facts, and the committee has so recommended to the President and to the Legislative Committee that a Hybrid Field Corn Seed Division should be created in the A.S.T.A. and that said Field Corn Seed Division succeed to the duties and responsibilities of your present committee and that said committee further recommends to the president and Executive Committee that they appoint a staff of officers to function immediately."

SECY YOUNG announced that complying with the request of the Office of Price Administration that the industry recommend an individual informed on seed methods and seed sales, the Executive Committee recommended Harry Hobbs as a candidate for this position.

OFFICERS elected are: A. J. Biggio of Dallas, Tex., pres.; E. H. Sexauer of Brookings, S. Dak., first vice-pres.; Fred Rohnert of Gilroy, Calif., second vice-pres., and C. E. Kendel, treas.

The entertainment began Sunday afternoon with a cocktail party.

Monday night saw 1,000 persons at the President's reception.

The ladies lunched at the Waldorf-Astoria, with Mrs. Pattison as hostess.

WE ARE BUYERS AND SELLERS OF
FIELD SEEDS
GEO. P. SEXAUER & SON
Brookings, So. Dak. Des Moines, Ia.

CRABBS REYNOLDS TAYLOR CO.
CRAWFORDSVILLE, IND.
GRAIN
Clover and Timothy Seeds
Get in Touch With Us

ED. F. MANGELSDORF & BRO.

Buyers and sellers of
Sweet Clover, Alfalfa, Lespedeza, Clovers, Timothy, Grasses, Fodder, Seeds, Sudan Grass, Soy Beans, Cow Peas
ST. LOUIS, MISSOURI

Wheat Improvement Meetings Emphasized Proper Storage

With Nebraska's prospects for a bumper wheat harvest described as the best in years interest again ran high in the wheat improvement field days held throughout the state last month, according to Glenn H. Lediott, Field Secretary of the Nebraska Grain Improvement Ass'n. A series of 26 meetings, most of which included the inspection of barley and oats tests as well as wheat, were planned by the Nebraska Grain Improvement Ass'n in cooperation with the Extension Service of the Nebraska College of Agriculture.

The pattern for this year's grain improvement meetings closely followed those used for the past three seasons.

For the first time proper storage of small grains was featured at the grain improvement meetings. Small Grain Storage Structures, a recent publication of the Nebraska College of Agriculture, which gives detailed information on the principles of proper storage for maintaining grain quality, as well as timely suggestions on storage repair, was distributed to those in attendance.

Pawnee, a New Nebraska Wheat

Pawnee is being grown this year in "seed increase" plots both in Nebraska and Kansas. This fall there will be something less than one hundred bushels of pure seed harvested.

It will be sent to selected farmers who are experienced in growing crops under official "certification" rules for the experiment stations of the two states. Then next fall, 1943, there should be some pure seed ready for distribution to farmers.

What are the strong points of this new wheat? They are, according to L. Karl S. Quisenberry, federal supervisor of wheat studies in the hard winter wheat belt:

High yield, the highest average for any variety grown at the university experiment farm at Lincoln during the past six years.

Very good milling quality, much like Tenmarq, one of its parents.

Early maturity, two days earlier at Lincoln than either Cheyenne, Nebred or common Turkey during the past six years.

Marked resistance to Hessian fly, a characteristic of its other parent, Kawvale.

Almost total immunity to loose smut.

Some resistance to stinking smut.

Some resistance to both stem rust and leaf rust.

Its weak points:

Limited winter-hardiness. It is less winter-hardy than either Nebred or Cheyenne, ranks about the same as Blackhull.

Slight tendency to shatter, a minus quality from its parent, Kawvale.

Good color, yet somewhat lighter than the dark, vitreous Cheyenne or pure Turkey.

Seed Movement in June

Receipts and shipments of seeds at the various markets during June, compared with June, 1941, in bus. except where otherwise indicated, were:

FLAXSEED		Shipments	
	1942	1941	
Chicago	36,000	95,000	29,000
Duluth	129,230	164,686	232,700
Minneapolis ..	632,800	805,000	130,200
Milwaukee	15,730		
Superior	169,503	125,280	89,832
KAFIR AND MILO			
Hutchinson ..	133,900	53,300	
Kansas City ..	177,800	211,400	232,800
St. Louis	15,400	21,000	11,200
Wichita	4,800	3,900	2,600
CLOVER			
Chicago, lbs. ..	187,000	76,000	112,000
Milw'kee, lbs. ..	41,000	7,500	4,535
TIMOTHY			
Chicago, lbs. ..	59,000	297,000	73,000
Milw'kee, lbs. ..	132,300	30,000	44,980
CANE SEED			
Ft. Worth	8,800		2,200
Kansas City ..	23,800	1,400	5,400

The yields at Lincoln for the past four years, 1938-41, have averaged as follows: Pawnee, 24 bushels per acre; Nebred, 19; Cheyenne, 19; Turkey, 17.

For the past two years they were: Pawnee, 26; Nebred, 18; Cheyenne, 19; Turkey, 17. This includes one Hessian fly year but Pawnee yielded high anyway, demonstrating its resistance to that pest.

Southern Seedsmen's Ass'n Gains in Membership

The Southern Seedsmen's Ass'n held its 24th annual convention at the Hotel De Soto, Savannah, Ga., June 17, 18 and 19, with a very large attendance.

PRES. A. E. RUHMANN, Waco, Tex., calling the meeting to order, said that serious problems are growing in intensity, among them advancing wages and other production costs, labor shortage, advancing taxes, transportation problems, price ceilings, inflation, allocation of materials, priorities, and the responsibility of producing and distributing vegetable and farm seeds in greatly increased quantities, which rests upon the seedsmen.

STUART C. SIMPSON, sec'y-treas., reported the purchase of five United States bonds in the amount of \$5,000, and donations of \$500 each to the National Committee on Seed Distribution and the All-America Selections Committee.

WM. C. FITZGIBBON, of the U. S. Treasury Dept., said that only thru financial support to our government will we be assured of our liberties. When invading a country, Hitler takes everything; in contrast, our government is only asking for a loan in terms of money and will repay us with interest a hundred fold. "A few of us may be called upon to die for America, but we all must live for it. These boys need battleships, bombers, tanks, guns and bullets. Our job is to supply them. Your government is asking you to lend a part of your time, a part of your money so that the boys over there may have the bullets to protect your life. The government asks you to give nothing."

H. R. BINGHAM, Chairman of the Membership Committee, gave a preliminary report of new membership, totaling 63 applications, which was given a round of hearty applause, this being a far greater number than had at any time been received within several years.

JAMES A. YOUNG, Chicago, executive sec'y of the American Seed Trade Ass'n, conducted a question and answer forum. He said: "The lend-lease program as established today protects all seed lines. In other words, it insures the grower that he will not be stuck or left with the seed he is growing for the war effort. It also insures the distributor of seeds that there will be a sufficiency for his operations and it insures the retailer there will be something to sell, and also insures the home gardener and market gardener the United States will not suffer a shortage of seed for the production of crops."

E. N. STEVENS, county agent of Monticello, Fla., showed a film of blue lupine in color, as grown on the farm of the Simpson Nursery Co.

DR. PAUL J. KOLOCHAV, director of research and extension for Joseph E. Seagram & Sons, of Louisville, Ky., gave an address on "Chemurgy," which was highly interesting, particularly as it related to kok-sagzy, in a new synthetic rubber formula.

MORTON McMAHON of the Lane Wilson Seed Co. spoke on "Personnel for a Retail Seed Store."

LANE WILSON presented a report on the progress of state seed ass'ns. He stated that every time anything was needed in Washington, the question always arose, "Just how many do you represent; what kind of an organization do you have?" He concluded that if there were

one or two thousand members in the association, things could be done which had formerly appeared impossible.

OFFICERS elected are: R. E. L. Snelson, Savannah, Ga., president; Noble H. Pace, Cleveland, Miss., first vice-president; W. G. Quarles, Raleigh, N. C., second vice-president, and Stuart C. Simpson, Monticello, Fla., secretary-treasurer.

Entertainment included a trip to Henry Ford's 85,000-acre farm 20 miles south of Savannah.

The banquet was given in the Oglethorpe Hotel on Wilmington Island.

Hybrid Oats Fraud

J. W. Arrants of Hicksville, O., and Ross Leatherman, charged with falsely representing that seed oats were hybrid oats, have been fined \$25 and \$20.25 costs in the U. S. district court of the northern district of Ohio.

The seed was shipped by the L. P. Gunson Co. from Rochester, N. Y., to Latty, O. Ross Leatherman operated in Williams County.

Arrants made representations to the buyers that the seed oats were "hybrid oats" and that oats should not be grown from this seed stock more than three years because of loss of yielding power, which representations were false.

Two counts were made against Arrants, the second charging that he sold to Emil Stoller oats seeds and made representations to Stoller that "the oats were developed by crossing four kinds of oats, one of which was wild oats and that said oats should not be grown from this seed stock more than three years because of loss of yielding power, which representations were false."

A number of affidavits were obtained by state and federal seed inspectors from farmers who claimed that the oats had been falsely represented and many of them refused to accept their seed after it had arrived at their local freight station.

Yields reported by farmers who had accepted and planted this so-called "hybrid oats" were not unusual and in many cases were below the average of many of the better-known varieties.

H. W. Burke, grain dealer of Little River, Kan., has wired the Secretary of Agriculture a protest against the condemning of wheat by inspectors, causing a loss of as much as 35c as compared with offers made by millers.

The world's corn harvest last year is reported by the International Institute of Agriculture to have been the largest on record, at 120,700,000 tons, against a 5-year average of 108,600,000 tons, not including Russia and China.

WEEDS and Weed Seeds

Your farmer patrons, yourself, in fact, everyone interested in the betterment of agriculture, will welcome this new book. Its 76 pages, 6x9, contain information, with illustrations of Noxious Weeds, Lawn Weeds, Poisonous Plants and aids dealers to identify noxious weed seeds. Nothing like it ever before published. Price \$1.00 plus postage.

Grain & Feed Journals

Consolidated

327 So. La Salle St. Chicago, Ill.

Services of Grain Trade Essential to War Effort

By CLARENCE HENRY, Director of Education, Chicago Board of Trade, Before Illinois Grain Dealers Association

For over a century the grain trade has rendered the most distinguished patriotic service to the nation in depression and prosperity, in war and peace. The entire trade today pledges all its services and facilities in the fullest co-operation to wage this war to a successful conclusion.

The grain trade of the United States, refined and tempered for generations on the white-hot anvils of competition, is the most highly skilled and most competent distributors of food materials in the world. It is in the highest national interest to preserve a grain trade free to function as a bulwark of national defense.

Preserve American Way of Life.—The interests of the total defense of our nation include the defense of essential civilian economic institutions, and their functioning to the highest degree of efficiency. The preservation of our American way of life during the war emergency brings strength and stamina to our armed effort. It is doubly essential now in this hour of national peril that we keep American institutions strong. Perils can develop within America that would tend to intensify the perils from without. It is with this end in view that I use as a basis for my discussion today three recent quotations from speeches by the presidents of three of the most important grain associations in North America.

The first quotation is from the speech of P. R. O'Brien, President of the Chicago Board of Trade, on "Problems of the Grain Exchange." "The basic fundamental of wealth is continuous and abundant production of goods. Production is the source of national strength. It is the source of American enrichment. . . . Our problems in agriculture are problems of abundance."

The second part of my text is a quotation from the speech of E. H. Sexauer, Pres. of the Grain and Feed Dealers' National Association: "Big business is no longer a threat, as it is now checked by government regulation and supervision. . . . Supervision and regulation of business is necessary just as the regulation of traffic is regarded as a necessity in this modern day. But, while we believe in having traffic officers, we do not believe it is necessary that the traffic officers drive all the trucks. That has been the tendency of government of late. . . . I consider it as basic to our form of government that government only regulate, and not operate business. Surrender of this principle means surrender of democracy with its freedom of speech, liberty, and opportunity. It means surrender to regimentation, socialism, and reversion to totalitarianism."

A brief paragraph from the address of President George S. Mathieson of the Winnipeg Grain Exchange, at the annual meeting of the members of this exchange, completes my text: "International Trade is now generally regarded in democratic countries as the surest safeguard for peace. Those engaged in production, manufacture or commerce, have little time for war. But those who talk glibly about it must grasp the fact that International Trade means an exchange of goods for goods, and that money is only the means for effecting that exchange."

In these three quotations from three most important grain trade leaders on the continent of North America, is condensed an economic philosophy that must be understood and followed if farmers are not to become vassals of political agencies, grain marketing a governmental monopoly, agricultural abundance only with pauperism, and private enterprise lost in the vast labyrinth of the socialistic state.

Years of peace-time encroachment upon private business by political agencies have caused deep apprehension and concern in the minds of many, lest the present national emergency provide an opportunity for the wholesale socialization of our private enterprise institutions. There is danger that the eclipse of private enterprise on our farms and in our markets, due to war emergency, may become a permanent black-out. Private enterprise must be free, or it will die, nor can it exist half free and half enslaved. If opportunity for individual independent enterprise is killed, the strongest bulwark for the defense of America will be destroyed.

There are those whose emotions rule their reasons who will contend that any person or organization raising a voice in protest against unnecessary government encroachments during this war, is guilty of an offense whose gravity approaches treason. To those I would reply that I deem it fully as essential to preserve democracy at home as to establish it abroad. And let those who regard this as treasonable make the most of it. I regard the preservation of the American way of private enterprise as a patriotic duty.

The grain trade grew up amidst abundance, and thrives most when engaged in the distribution of plenty. It is axiomatic that our government will have fullest cooperation in the distribution of the greatest abundance ever planned in this history of American agriculture.

The total effect of government corn policy has been to fix corn prices within rather narrow limits, so long as supply held out, and seriously damaged the utility of the corn futures market in price registration. The corn futures market has been seriously curtailed, and its usefulness greatly reduced, by our government policies. Functioning normally, the futures market anticipates shortages and prices rise sufficiently to check too rapid consumption. With government controlling corn prices, our supplies could near the point of exhaustion before the end of the next crop year, if price is not properly adjusted to supply and demand for the entire period.

As farmers are trained to produce on our

farms, so are grain men especially trained and highly skilled in marketing. Government agencies have no more place in the actual marketing of grain than in the actual production of crops on our farms. The pressing need of the hour is to produce and distribute our farm abundance efficiently and with a minimum of waste.

Government does have a very definite place in the agricultural planning for war. Formulation of production goals in the emergency, and also for the duration of the emergency, operation of the "stop" and "go" signs for national and international distribution. But when government goes beyond the role of government, there is danger of confusing the issues in politics, and in pressing for changes which are ill-conceived and of doubtful economic value, even in time of war.

Price-fixing by governments may come in times when extreme national emergency and scarcity exist together, in order to keep prices of essential commodities from spiraling to unduly high levels. During the first few months of the first World War, the Government fixed a price approximating \$2.25 per bushel on cash wheat in terminal markets. On July 1, 1918, these prices became the minimums, and wheat prices were allowed to rise beyond these levels without restriction. The danger of runaway markets in war periods only comes with scarcity.

Our present abundance of supplies makes price-fixing not only unnecessary, but wholly inadvisable in the national interest. Price fluctuating with supply and demand conditions, and maximum use of all the facilities of the grain trade, insure the best results from the defense efforts of agriculture. Government buying and selling of farm commodities, as some urge Congress, would only be an exchange of inefficient government monopoly for the most highly competitive and efficient distribution system ever developed. If Congress should grant this monopolistic power to political agencies, the best interests of not only the farmer, but also the consumer, would be jeopardized. Farm products are the most essential things in our national economy.

The grain trade's knowledge and experience are essential to agriculture and government in planning the post-war agricultural program. The trade's participation and co-operation in planning for post-war problems does not mean a subservient grain trade, as-



Russell Grain Co.
Hilliards, Ohio

**RUSSELL GRAIN CO.
ELEVATOR**

HILLIARDS, OHIO

has

HESS

Direct Heat

DRIER and COOLER

in a Hess Standardized
Steel Building

They're Profit Makers

**HESS WARMING AND
VENTILATING CO.**

1211 SO. WESTERN AVENUE
CHICAGO, ILLINOIS

suming minor roles assigned by political agencies. The trade and the farmer should insist that government in America remain in the domain of government, for government encroachment upon the business of its citizens leads to totalitarianism, which is not the American way, and we want no part of it! It is a duty of the grain trade to do its full share in preserving our American way of life, by insisting that grain marketing be done by the grain trade.

1943 Wheat Allotment

Secretary of Agriculture Wickard has announced a 55 million acre 1943 national wheat allotment, the minimum under the law, but asked wheat producers whose lands and equipment are suitable for growing other crops, needed more urgently in the war effort, to hold this land for those crops rather than plant it to wheat this fall. Announcement of the wheat allotment, which is the same as the national allotment in 1942, is the first important determination affecting farming operations for 1943.

The national wheat allotment will be allocated among the states as in previous years. In areas where more urgently needed crops can be grown successfully, the war production plans to be worked out for individual farms will call for a wheat acreage substantially less than the allotment. In areas where wheat produces more feed grain per acre than other crops, farmers will be encouraged to plant their full allotment. In view of transportation and storage difficulties and continued need for livestock and dairy products, growers in areas where wheat is produced are urged to plan now to use as much wheat as possible for livestock feed.

"America will be going into the 1943 crop year with approximately a two years' wheat supply," the secretary said. "Consequently, even with relatively low yields, the 55-million acre allotment will result in supplies well above any probable emergency."

Hemet, Cal.—J. C. Loomis is continuing his field and vegetable seed business, having sold the feed department to General Mills, Inc.

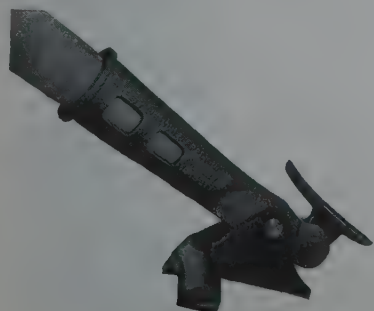
To determine the capacity of wheat bins, says the Kansas State Warehouse Department, multiply the length x width x height x test weight of wheat x .01404. For round bins: diameter squared x height x test weight x .01103.

A Safety Car Mover

The car mover shown in the engraving herewith has spurs that grip the corners of the rail instead of the smooth and hard top surface preventing slipping. The pressure is scientifically triangulated to throw the entire weight on the spurs, which are of special heat-treated alloy steel with four sharp edges.

No shearing stress is transmitted to the spur plate, which has flanges and lugs clamping it securely to the base.

The handle is of selected white hickory having a waxed finish, its length of 53½ inches giving the operator good leverage. The head of the mover is short, multiplying the power. The total weight of the mover is only 16 lbs. It is made by the Safety Wrench & Appliance Co.



Safety Car Mover

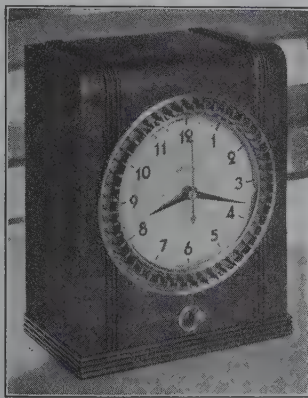
Getting Markets by Radio

When the manager of the elevator has his attention concentrated on the beam of the scales, filling out a grain ticket, writing a check, running the feed grinder, loading a car, to mention a few of the multifarious duties devolving upon the operator of a one-man elevator, he is likely to miss setting his radio to get the market quotation.

If the radio is in operation all the time he does not listen to it and may miss the market quotations when they come.

Since it is always known in advance just when the station will begin sending the grain market use can be made of an automatic device to turn on the radio at the appointed hour, thus doing away with the unnecessary blare of the remainder of the program and serving as an alarm to call to the manager's attention that his quotations are about to come on.

This device is known as the Telechron, which



Radio Clock

is a self-starting electric clock. On the back of the clock case is an outlet connecting with the radio. Outside the dial are 48 keys, each representing a 15 minute interval. When a key is pulled out, timer will automatically turn on appliance for the indicated 15 minutes. The operating period actually starts a minute or two before the indicated time so that, when used with a radio, the tubes will be given an opportunity to warm up and any slight difference between clock time and radio time will be taken care of. Likewise, the operating period is prolonged beyond the indicated time by a minute or two.

At the end of the operating period the power will be automatically turned off unless the next key (in a clockwise direction) is also pulled out. Thus, if timer is to operate from 8:00 to 8:30, the key opposite 8 on the dial together with the next key should be pulled out.

To stop automatic operation during a pro-

gram, push in key for the program period involved or turn off switch on appliance. To again start automatic operation, pull out proper program key.

After the automatic timer control has been in use, the keys will be automatically reset to their off position so that the program will not be repeated at the end of 12 hours unless the keys are again pulled out. Programs can be set up in advance by as much as 10 hours.

This Organizer Radio Clock is made by the Warren Telechron Co. and is distributed by the Seedburo Equipment Co.

Supply Trade

Green Bay, Wis.—The Bell Lumber Co. has been awarded an \$800,000 contract to build wheat storage bins for use in North and South Dakota. Three 8-hour shifts will be employed. The bins will be of wood, prefabricated, 10 ft. high, and 14x24 ft.

Philadelphia, Pa.—William L. Batt, pres. SKF Industries, Inc., has been appointed deputy chairman of the War Production Board to represent Chairman Donald Nelson. Mr. Batt will be given a "roving commission" to represent Nelson, and presumably will have many of Nelson's powers delegated to him. In Nelson's absence he will apparently be in charge of WPB.

Good advertising is more than the selling of immediate supplies of merchandise. The history of advertising in the United States shows that it has been the major cause of the promotion of the things of life that we now consider essentials rather than luxuries. By its educational values, advertising made possible the American standard of life, the highest and best the world has ever known.

Klamath Falls, Ore.—G. C. Lorenz of the Crater Lake Box & Lumber Co., Sprague River, heads the newly organized Oregon Grain Bin Corporation which has received a contract from the Commodity Credit Corporation to build more than 5,000 bins. Five other lumber companies are participating in the \$1,000,000 contract. Twenty-five carloads of the knocked-down bins have been shipped to Kansas, Oklahoma and Texas.

Fort Wayne, Ind.—Harry C. Offutt has been elected vice-pres. in charge of production of the Central Soya Co. and its subsidiary, the McMillen Feed Mills. Mr. Offutt has been a construction engineer for thirty years, and president of the Indiana Engineering & Construction Co. since it was organized, in 1914. He resigned that position to accept the McMillen post. He will maintain a close connection with the construction company as chairman of the board of directors.

"RANDOLPH"

OIL-ELECTRIC GRAIN DRIER

The Drier Without a Boiler

ASK THE MAN WHO HAS ONE

THAT'S ALL

MANUFACTURED BY

O. W. RANDOLPH COMPANY

3917-21 Imlay St., TOLEDO, O., U. S. A.

Feeds & Feeding

by

F. B. Morrison

Seventh Printing 20th Edition

This edition has been entirely rewritten and revised to contain the latest information on live stock feeding and nutrition. Entirely new compilations of recent analyses of American feeds are presented in the Appendix Tables. Extensive data are presented concerning the mineral and vitamin content of important feeds.

The only authoritative book on the subject of animal feeds and feeding. The result of over 38 years of exhaustive work in experimentation.

Its three parts, each divided into numerous chapters, cover "Fundamentals of American Nutrition," "Feeding Stuff," "Feeding Farm Animals." This new edition contains approximately 40% more material than the 19th edition, and contains 1,050 pages, including 95 informative illustrations. This book will enable any grinder and mixer of feeds more intelligently to suggest and compound worth while rations. Beautifully bound in black keretol, durable covers; weight 5 pounds, price \$5.00 plus postage. Send for your copy now.

Grain & Feed Journals

Consolidated

327 S. La Salle St.

Chicago, Ill.

Feedstuffs

Lincoln, Neb.—The Norden Laboratories have agreed with the Federal Trade Commission to cease representing that its anti-hog-cholera serum is certified or has been government tested.

Washington, D. C.—The executive committee of the Ass'n of Feed Control Officials has announced that no annual convention will be held in 1942. Present officers will continue over. The executive committee plans to meet this fall to consider committee reports.

Richmond, Cal.—Ground nut shells were found in 50 sacks of fish meal shipped by R. J. Roesling Co. to Salina, Kan. The packages did not have a label stating the name and place of business of the manufacturer, the quantity of contents, as required by law, and was ordered by the court to be destroyed.

Indications in early June were that the total supply of four principal feed grains in 1942-43 may be about 4 per cent below the near-record 1941-42 supply. With an increase in livestock numbers in prospect, the supply of feed grains per animal unit may be about 10 per cent smaller. The reduction in the supply is largely the result of an expected smaller carry-over of feed grains at the close of the 1941-42 marketing year.—U.S.D.A.

Washington, D. C.—The definition of "mixed feed" has been rewritten (section 1499.20(f)) so as to bring under the general price regulation mixed feed resulting from the mixing or blending of by-products from a single vegetable plant or agricultural product, including feeds such as molasses beet pulp and mixtures of cottonseed hulls and meals. Screenings also are brought under the regulation. Previously the only mixed feeds subject to the price regulation were feeds made from offals of a single grain.

Since January soybean meal prices in the corn belt declined \$8 to \$10 per ton. With production of soybean meal the largest on record and with the condition of pastures unusually good, the wholesale price of soybean meal in early June reached the lowest level since last July and prices are now considerably below the ceiling recently established by the Office of Price Administration. Tankage, on the other hand, is at the ceiling, which is about \$71 per ton, bulk, or about \$74 per ton, bagged, wholesale, at mid-western terminal markets. With tankage at this price farmers could afford to pay about \$45 per ton for soybean meal or about \$6 per ton more than the mid-June wholesale price of soybean meal at most terminal markets in the corn belt.—U.S.D.A.

Big Pig Crop in Prospect

A spring pig crop for the United States was estimated to be about 62,000,000 head or 25 per cent more than in the spring of 1941. A 1942 fall pig crop of about 43,500,000 head is indicated by farmers' reports of sows bred or to be bred to farrow this fall, an increase of 22 per cent over the fall of 1941. Spring and fall crops combined may total 105,500,000 head this year, as compared with 85,000,000 in 1941. The pig crop of 1942 will be the first to exceed 100,000,000 head.

Hog production in 1942 will be much the largest on record. Market supplies and slaughter of hogs this year will be greater than ever before, but this 1942 record number will be materially exceeded in 1943. The number of hogs over 6 months old on farms June 1 was

17 per cent larger than a year earlier and exceeded the number on that date in any other recent year.—U.S.D.A.

Soybean Meal for Hog Feeding

Present indications are that the quantity of protein feed required by hogs in 1942-43 will be the largest on record. The quantity of corn fed to hogs is expected to exceed 1,300 million bushels. Tankage available for hog feeding is not expected to be sufficient to balance more than one-sixth of this corn. The remainder will be balanced with skim milk, soybean meal, and other proteins, or will be fed without protein supplement. If soybean meal is used as the protein supplement for one-fourth of this corn, about 1.5 million tons of soybean meal (about half of the expected production in 1942-43) would be needed.

In view of the record production of soybean meal and the strong demand for available supplies of animal protein feeds in prospect for the remainder of 1942 and for 1943, hog producers have an unusual opportunity to lower feed costs and increase hog production by feeding larger quantities of soybean meal. At present soybean meal fed with a mineral mixture is a cheaper hog feed than tankage in practically all sections of the Corn Belt. The price of tankage is expected to continue at or near the recently established ceilings during the next few months and probably during 1942-43. Soybean meal prices, on the other hand, are expected to remain comparatively low and supplies will be much larger than will be utilized by dairy-men, poultrymen and cattle feeders, even with the increased utilization in prospect by such feeders.

SOYBEAN MEAL AND TANKAGE COMPARED.—Most tankage is marketed as 60 per cent digester tankage. This contains on an average about 61 per cent total protein and about 56 per cent digestible protein. Soybean meal averages about 37 per cent digestible protein, or about two-thirds as much as tankage. Soybean meal contains about 30 per cent carbohydrates, tankage only 2 or 3 per cent. For each 100 pounds of soybean meal fed, about 30 to 35 pounds less corn is required than when the ration is supplemented with tankage. Tankage is higher in mineral content than soybean meal, however, and about 5 or 6 pounds more mineral is required per 100 pounds of supplement when soybean meal is used in place of tankage. Only well-cooked soybean meal provides an adequate substitute for tankage in hog feeding. Raw soybeans or partially cooked soybean meal are much less desirable. Soybeans fed whole tend to produce soft pork, but this is not the case with soybean meal, since most of the oil has been expressed or extracted. In shifting from animal protein feed to soybean meal feeders should change their rations slowly and in accordance with recommended feeding practices.

During the past several years a number of experiments have been made comparing soybean meal with tankage as a hog feed. When fed

Feed Movement in June

Receipts and shipments of feed at the various markets during June compared with June, 1941, in tons, were:

	RECEIPTS		SHIPMENTS	
	1942	1941	1942	1941
Baltimore	2,986	5,271		
Chicago	18,696	13,600	64,998	61,271
Kansas City	6,915	7,850	18,950	28,400
Milwaukee	160	140	11,620	13,400
Minneapolis			34,675	31,350
Peoria	14,800	13,280	15,660	23,080
Wichita		6,044		

in a mixture with tankage and alfalfa meal, or when fed as the only protein supplement with an additional amount of mineral, these experiments show that soybean meal compares very favorably with tankage for hogs over 75 pounds. A larger quantity of soybean meal is required in the ration to offset the lower protein content, but on the other hand soybean meal replaces some corn. The results of experiments made in Iowa, Indiana and Ohio show that on the average 100 pounds of soybean meal is equal in value to 50 pounds of tankage, plus 31 pounds of corn, and minus 3 pounds of mineral mixture. Thus an increase in the price of corn as well as an increase in the price of tankage favors the substitution of soybean meal for tankage.—U.S.D.A.

Canadian Feed Mfrs. Meet

The Canadian Feed Manufacturers Ass'n held its annual meeting June 22 to 24 at the Mount Royal Hotel, Montreal, Que.

Reports on the year's work were presented by Pres. W. D. Price of Woodstock, Ont., and Sec'y-Treas. Gordon L. Smith of Toronto, Ont.

J. G. Wharry of the Quaker Oats Co., Peterborough, Ont., acted as chairman at the first afternoon session, which considered the problems of substitution created by the war, the speakers being Dr. McIntosh, Dr. Veilleux, Professor W. A. Maw and Professor Gustave Toupin.

At the banquet that evening the guest speaker was Jas. A. Gardiner, and another guest was Adélard Godbout, prime minister and minister of agriculture of Quebec.

G. S. Brooks and W. D. Price acted as chairmen the second day, when the speakers were government officials, such as W. R. White of the Department of Agriculture, F. W. Presant, feed administrator for Canada; T. Bonar, cotton and jute administrator; J. K. Smith, director of highway transportation.

At the luncheon addresses were made by R. M. Field, pres. of the American Feed Mfrs. Ass'n, and Dr. H. Barton, deputy minister of agriculture, Ottawa.

A golf tournament was held the second day at the Beaconsfield Golf Club.

G. Scott Brooks of Montreal was elected pres. for the ensuing year.

The Millfeed Price Ceiling

The O.P.A. has announced the ceilings above which no one may buy or sell wheat millfeeds, effective July 4.

The basic maximum prices established in the regulation are predicated on four major basing points. In order to determine the maximum prices at other points, the lowest railroad carload proportional rate is added to the applicable base point price, although in some instances an arbitrary factor is added. The prices are maximum delivered prices for sales by millers, sacked and shipped in carload quantities. The four major base points and the maximum prices at those points per net ton are:

Kansas City and other Missouri River rate break points, \$36.50; Minneapolis, \$37.75; Seattle, \$36.50; Portland, \$36.50.

Two dollars per ton may be added to the maximum delivered price to determine the ceiling for sales (other than sales at retail) of wheat millfeed, sacked, and shipped in less than carload quantities in pool cars. When mill feed is sold by a mill in less than carload quantities for delivery by truck, \$2 per ton may be added to the maximum delivered price on a carload quantity delivered to the same point. One dollar per ton may be added for shipments in mixed cars.

"Pool car shipment" means a shipment in carload quantity of two or more less-than-carload lots to two or more buyers combined for the purpose of obtaining the carload rate.

"Mixed car shipment" means a shipment in carload quantity to a single buyer composed in part of millfeeds and in part of other products.

Fifty cents per ton may be added to the maximum delivered price to determine the ceiling price for sales of wheat millfeed, sacked, in carload quantities by a wholesaler. In the case of millfeeds, a jobber is regarded as a wholesaler. In this connection it should be pointed out that there is no provision for adding brokerage to the mill's ceiling. A mill may pay brokerage, but it cannot be added to the ceiling.

A person may purchase and receive millfeed at any point in the United States and pay the maximum delivered price at that point, and then transport the millfeed to any other point at his own expense, even though the price at the first point plus transportation to the second is greater than the regularly calculated maximum delivered price at the second point.

A Feed Shortage in 1943

By K. J. MALTAS, of A. E. Staley Mfg. Co., before Texas Feed Mfrs.

There seems to be a general impression that we have in this country excessive supplies of grain and protein concentrates, and all kinds of feed materials. The matter of feed supplies has been carefully studied by Professors Pearson, Myers, and Bennett of the Department of Agricultural Economics and Farm Management of Cornell University, Ithaca, N. Y. They state their views on the feed situation in bulletin No. 129, issued in February, 1942.

To quote briefly from this bulletin, these Cornell economists say, "The number of hogs consuming the 1941-1942 feed supply will probably be fourteen per cent greater than the number in 1940-1941. These hogs will probably be fed five per cent more per hog and will thereby be grown to heavier weight. The combined result of more and bigger hogs will be 20 per cent more feed consumed by hogs. Probably 12 to 13 per cent more grain will be fed to cattle, and about 21 per cent more to chickens. In addition, industry may use 25 per cent more grain than last year. All in all, the total consumption of feed grain will be about 15.7 per cent greater than in 1940-41."

This will be the largest amount of feed grain ever used in the United States during a twelve month period. The 116,000,000 tons which would thus disappear would be 18 per cent greater than the normal disappearance during pre-drouth period. It would also be greater than the production during the most favorable year in history and about 10 per cent greater than the production of 1941.

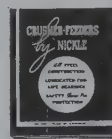
"It is practically certain that some time during the 1942-1943 crop year a scarcity in feed supplies will develop. A shortage will be caused by continual expansion in livestock production and the resulting diminution in stocks of grain. The severity of the situation will depend mostly on the size of the 1942 crop. If 1942 crops are the same size as 1941 crops, the total supply for 1942-1943 will probably be 118.6 million tons. If all but an irreducible minimum of 3,000,000 tons were consumed, the disappearance of feed grains and livestock production would be about the same as during the current year. However, the additional increase in the production of livestock planned thruout the remainder of 1942 would have to be curtailed and some liquidation of livestock would be necessary.

"Of course, the chances of a crop of feed grains as large as 1941 are small, despite the proposed expansion in the corn acreage. The weather is rarely as favorable, and yield as large as in 1941. If 1942 crops were at the level of the pre-drouth period (1928-1932), the total possible consumption of feed grains would be 109.4 million tons. This would be 6 per cent less than the estimated consumption during the current year. This would mean fewer hogs fed to lighter weight, fewer dairy cows producing less milk per cow, and fewer chick-

ens producing fewer eggs per hen—in short, less of these highly prized foods for United States and the United Nations.

"If the United States should experience moderately poor crops, say 10 per cent below normal, livestock feeding would be contracted by 14 per cent back to a normal level—99.4 million tons. Altho surplus stocks of feed grains look extremely large at the present time, they will not last long with present and higher rates of feeding. Before many months, farmers will be troubled with shortages of feeds in some areas."

Government officials finally had been convinced the quickest and cheapest method of producing synthetic rubber was by using alcohol made from farm products. "But, the war production board refuses to allocate steel for the construction of plants in the middle west. They are buying a bunch of broken down whisky plants in the east, and plan to transport the grain from the middle west. The freight cars necessary for shipping the grain will represent 15 times the amount of steel needed for construction of the plants in this area," says L. M. Christensen, University of Nebraska chemistry expert.



TROUBLED WITH HUSKS?

Bulletin 920 tells how to crush and feed machine-picked ear corn to hammer and attrition mills. Send for your copy—it's free.

• NICKLE ENGINEERING SAGINAW MICHIGAN

Give KELLY-DUPLEX a TRIAL IN YOUR OWN MILL

Prove to your own satisfaction the outstanding value of Kelly-Duplex equipment. Install any machine you need in your mill or elevator. See how smoothly it runs and the high-quality work it does. If you are not more than pleased in every way you are free to return it and refund will be made promptly.

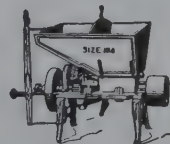
Complete feed mill and elevator equipment. Write for catalog.

THE DUPLEX MILL & MFG. CO.
SPRINGFIELD, OHIO

BOWSER Crush Grind Feed Mills Mix

Rapidly crush ear corn (with or without husk) and grind all the small grains; either separately or mixed—mixed as they are being ground—not before or after. This saves time and labor.

"COMBINATION" MILLS



Use the famous Cone-Shape burrs. Light Draft. Large Capacity. Solidly Built. Long Life. Special sizes for the milling trade. Sacking or Wagon Box Elevator. Circular on request.

THE N. P. BOWSER CO.
SOUTH BEND INDIANA

Poultry Feeds and Feeding

Minnesota feed dealers are engaged in a co-operative educational plan to reduce the mortality rate in chickens and turkeys. Literature is distributed with each sack of feed.

St. Louis, Mo.—The Germo Mfg. Co. has agreed with the Federal Trade Commission to cease advertising that its drug preparation, "Cholerine" promotes the health or vitality of poultry; normalizes the appetite of baby chicks; assures increased weight, more eggs or better profits; or improves the functioning of digestive organs of chicks by removal of mucus.

A mash mixture made up of 400 lbs. of ground oats, 400 lbs. ground wheat, 150 lbs. of meat and bone scraps, and 50 lbs. alfalfa leaf meal will give satisfactory results when fed to growing birds on range with an abundance of fresh green feed available and hopper-fed grain available at all times. At least half of the grain should be yellow corn.—Scott Hinners, Purdue University Extension Poultryman.

Productive Energy of Chicken Feeds

In 11 experiments with 256 chicks previously reported, it was found that the productive energy of a primary mixed ration for production of fat and flesh on growing chicks was 278 calories per 100 grams of effective digestible nutrients. The ration used was composed of 51 per cent yellow corn meal, 19 per cent wheat gray shorts, 10 per cent dried buttermilk, 6 per cent cottonseed meal, 5 per cent alfalfa leaf meal, 4 per cent tankage, 2 per cent bone meal, 2 per cent oyster shell, and 1 per cent salt. The object of the work here reported was to ascertain the productive energy of the feeds named above and also of casein.

A standard ration containing corn meal, or (in some cases corn meal and casein), was fed to one group of baby chicks. At the same time other groups were fed similar rations except that the feeds to be tested replaced part of the corn meal or corn meal and casein. At the end of 3 weeks, the chicks were analyzed and the gains in protein and fat determined. Analyses of the feeds and the rations were also made as well as digestion experiments on the rations. A preliminary comparison was made of the energy value of the corn meal with the other feeds in the primary mixed ration previously tested.

From these data, the previous mixed ration was found to have 91 per cent of the productive energy of corn meal, thus making the productive energy of the corn meal 305 calories per 100 grams of effective digestible nutrients. The average productive energy per 100 grams of the effective digestible nutrients was found to be for alfalfa leaf meal (5 exp.) 241 Calories, dried buttermilk (4 exp.) 243 Calories, casein (5 exp.) 298 Calories, cottonseed meal (5 exp.) 280 Calories, tankage (7 exp.) 240 Calories, and wheat gray shorts (5 exp.) 270 Calories as compared with corn meal (standard) 305 Calories.

When the productive energy of the ration and the corn meal were again calculated with these revised values, the productive energy of the corn meal was found to be 3.00 Calories per gram of effective digestible nutrients. The

productive energy of the feed and the utilization of protein by the chicks and other matters pertaining to the productive energy are discussed.—Circ. 96, Texas Agri. Exp. Station.

Question and Answer Session of Meeting on Nutrition

At the 34th annual convention of the American Feed Manufacturers Ass'n at French Lick, Ind., a question and answer session was held, with Dr. J. E. Hunter as chairman, and Dr. Harry Titus and Dr. R. M. Bethke as authorities.

DR. HUNTER: I would like to ask Dr. Titus if he cares to give us his ideas as to just how much variation there exists between, we will say, yellow corn produced in the year 1937 or thereabouts and yellow corn produced this last year.

DR. TITUS: Yellow corn recently harvested should contain on an average of about 3000 I. U. of vitamin "A" activity per pound. After it is more than a year old it may not contain—it varies according to condition of storage—more than 60% of this amount, and as it gets older it will frequently drop down to around 1000 or 1200 I. U. per pound. You may get yellow corn that contains virtually no vitamin "A" activity.

MR. COCKE: The production of peanut meal this year will be increased from 30,000 tons to almost 400,000 tons. I'd like Dr. Titus to tell us what their experience has been in swine and poultry rations in that respect.

DR. TITUS: In regard to poultry, I would say that peanut meal has some possibilities in feeding poultry. According to Dr. Sullivan, of the Georgetown Chemical-Medical Institute, peanut meal is a very good source of sistine. Comparatively speaking, it is a comparatively poor source of thiamin. Therefore, it may have some value in supplementing soy bean meal, especially if the soy bean meal has not been adequately cooked to liberate the substance containing amino acid.

CHAIRMAN HUNTER: At a meeting in Boston recently, Dr. Parker of Massachusetts College, gave a group there some rather interesting information on the value and the general availability of crab scrap and all of us, I think, were amazed at figures Dr. Parker had collected on the amount of that food that could be made available.

DR. PARKER: In connection with the crab scrap, we have been replacing fish meal in our New England College Conference rations and the P.T.3-R rations, using the crab scrap on a protein equivalent basis on the fish meal and then adjusting the mineral content. As most of you know, the crab scrap or crab meal runs quite a bit higher in calcium and, therefore, we have adjusted our calcium or ground limestone intake down about 1% when we have used four parts of crab meal to replace two and a half parts of fish meal. We have found that crab meal has on the basis of our present technique, a relatively poor protein quality, yet we do find that when we use that in supplementary rations, in rations where you have a mixture of protein sources, that we can get equally good results from a growth angle, from the point of view of egg production and the point of view of hatchability, with the crab meal.

Another thing that has come out in connection with our study, altho as I say, the crab meal tends to have a relatively poorer protein quality, if we combine it with distillers' grains, the solubles, these sources which also, on the basis of our present technique, indicate a poor protein quality, we can get hatchability that runs up comparable to a combination of some of what we term higher protein quality. Singly, the results are poor, but when they are put in with

other proteins, the results are very good, so that, roughly, on the basis of four pounds of crab meal to two and a half pounds of fish meal, we can get good results.

There is a lot of crab scrap at the present time that is not processed, and the problem is to get your crab meal available so that there, again, is the question of priorities, and if it can be processed it offers a possible solution, perhaps, to this fish meal situation.

CHAIRMAN HUNTER: Mr. Holt has raised the question as to whether or not anything can be done in preserving the carotene content of alfalfa after it has been shipped.

DR. TITUS: One of the causes of the destruction of carotene in alfalfa is high tempera-

CHECK YOUR FORMULAS with Laboratory Analyses Protein, Fat, and Fibre —Feed or Grain— Analyzed at Reasonable Rates **Runyon Testing Laboratories** 1140 Board of Trade Chicago, Illinois "Runyon Analyses Help Sell Feeds"

Triple XXX Alfalfa Meal

Use more of it—it's healthful



THE DENVER ALFALFA MILLING & PRODUCTS CO.

Merchants Exchange ST. LOUIS

LAMAR, COLO.

CHICKENS TURKEYS

Their Feed and Care

Helping your farmer patrons to increase their profits from their flocks will also increase your business. These authoritative books will aid you when advising them.

POULTRY PRODUCTION—Lippincott and Card A book complete with information needed in the successful raising of poultry. Newly revised. Sixth edition. 603 pages, 215 illustrations. Weight 4 lbs., price \$4.00 plus postage.

PRACTICAL POULTRY FARMING—Hurd Revised and enlarged edition, up-to-date. Contains all important discoveries in poultry production made in recent years. 480 pages, 200 illustrations. Weight 2 lbs. Price \$2.50 plus postage.

POULTRY HUSBANDRY—Jull Contains a background of the poultry industry, the fundamental principles involved in various poultry practices, and important economic factors in producing and marketing poultry products. 548 pages, 167 illustrations. Weight 3 lbs, price \$4.00 plus postage.

TURKEY MANAGEMENT—Marsden and Martin Because of the recognized ability of the authors, this, the first complete, non-technical treatise on turkey production should prove of great value to both large and small producers. 708 pages, 17 chapters, appendix and thorough index, 120 illustrations. Weight 3 lbs, price \$3.50 plus postage.

Nothing is more productive of profit than healthy poultry. These books will aid you in encouraging your patrons to raise the better types. Order them today.

Grain & Feed Journals

Consolidated

327 So. La Salle St.

Chicago, Ill.

Hay Movement in June

Receipts and shipments of hay at the various markets during June, compared with June, 1941, in tons, were:

	RECEIPTS		SHIPMENTS	
	1942	1941	1942	1941
Chicago	1,659	1,019	710	465
Kansas City	1,926	954	828	198
St. Louis	60	12	108	36

ture. Accordingly, if you put your alfalfa in cold storage you should decrease the destruction of vitamin "A" or carotene. I think that is about the only thing that can be definitely recommended for preventing or, I should say, preserving the vitamin "A" potency of alfalfa products. I understand that after alfalfa has been in cold storage for a time there is an immediate loss of a small percentage of the carotene when it is taken out, and then the loss after that is more slow.

CHAIRMAN HUNTER: Mr. Archer asks as to what work has been done on shrimp meal as a source of animal protein? Do you mean, in poultry feed?

MR. ARCHER: Yes.

CHAIRMAN HUNTER: Dr. Titus.

DR. TITUS: We conducted some experiments with shrimp meal back in 1929. We compared shrimp meal with various kinds of fish meal and with meat scrap by using equal weights of the feed stuffs. Shrimp meal does not contain as much protein as meat scrap or the fish meal. As a matter of fact, it contains only about one-half as much protein as a really good fish meal; yet we found that we got reasonably good growth in Rhode Island Red chicks to the age of 16 weeks, which is the major growing period, despite the fact that we made the substitutions on an equal weight basis, not on an equal working basis.

I would say the shrimp meal has some very good possibilities. Shrimp meal, however, carries in it material which is ordinarily analyzed as crude protein which is not protein, but the true protein in shrimp meal, I think, is of high biological value.

CHAIRMAN HUNTER: The question has been raised that in the case of a hog feed in which Mr. Westberg's request yesterday was followed, that animal proteins be lowered as much as possible and a plant protein such as soy bean meal be put in at a rather generous level, as to whether or not a portion of that soy bean meal might not be replaced with some of these other plant protein concentrates?

DR. BETHKE: I would say yes, definitely.

MR. ANDREWS: Are you answering for poultry and animal feeding, both?

DR. BETHKE: I am confining my remarks to four-legged animals.

MR. ANDREWS: May I ask Dr. Titus as to poultry?

DR. TITUS: I am reasonably sure that you can substitute relatively small quantities of the other protein substitutes for soy bean meal, provided 20% of the total protein comes from animal sources. In other words, as I intimated earlier, it is just possible that peanut meal might prove to be a very valuable supplement in case you are dealing with soy bean meal that has not been properly cooked, and taking the figure you suggested of 20%, I would say you could put in 5% of peanut meal in place of the soy bean meal, and if your protein level is sufficiently high I see no reason why you could not have a small percentage of corn gluten meal, not necessarily replacing the protein but in place of the corn.

The feed industry's allocation symbol is 13.00, to be used by direction of the W.P.B. on orders for materials and supplies. It is not a priority but an identification of end use.

Cultivators of beets in Idaho and the Willamette Valley are offered \$11 an acre, and a man can do an acre a day. No real farm labor is to be had and storekeepers and bookkeepers are working at it when off regular duty.

Oil grooves in the surface metal of bearings improve distribution of the lubricant. When cut in the upper half of the bearing only they serve as efficiently, possible more efficiently, than when cut in both halves. The grooves should parallel the axis of the revolving part, and they should have rounded edges.

The Feed Manufacturer's Container Situation

By DOUGLAS KIRK, chief, containers branch, War Production Board, Washington, before Am. Feed Mfrs. Ass'n

The responsibility of a Branch is to see that sufficient products, such as containers, are provided for the armed forces and for the essential civilian needs. That word "essential" is one that is pretty much kicked around. Personally, I don't like to use it. I think the words "whatever is necessary" are better, because from my experience in Washington the only definition I have heard relating to essential is one of "non-essential," something that is non-essential is what the other fellow makes.

In order to see that the necessary containers are produced it is also a part of our job to see that they co-ordinate the work of having the materials equitably distributed among the container manufacturing industry and the consuming industry. In all of our work there is no relationship to price. That is handled by another agency in Washington with which you are well familiar.

BAG PROBLEM.—So far the bag problem has caused an awful lot of headaches, as our Chairman said, but I believe that the job is going along fairly well under the terrific changing conditions. It is probably hard for you gentlemen to realize the difficulties that are encountered with the changing programs that are taking place all the time.

We have just recently added a man to our staff that I think you will be glad to know about, a man who is handling this bag problem for us. We looked around for some time to find a man who would be suited to handling this bag problem. After several weeks we were fortunate in securing Mr. Allan Mackay, formerly with General Mills, Inc., who took over this work for us in the Containers Branch.

For your information, we are housed in what is called the Railroad Retirement Building in Washington. Our office address is 5113. I believe that probably a number of you here in this room may know Mac. When we were looking over this program, seeing the officers and directors of the association, he mentioned that he had an acquaintanceship with a good many of you.

In the Containers Branch we are not responsible for the production of the material of which the containers are made, which may sound logical or illogical, but it is the way the organization has to function, and it seems to be the most logical situation. We have to advise the Materials Branch what is required and they see that it is provided.

KEEP REQUIREMENTS FLEXIBLE.—I think, in talking to industry groups about the container situation, the keynote should be that you should try to keep your container requirements flexible. By that I mean, where you have been accustomed to using one type of container, due to the changing of conditions with regard to supply and availability of material, you must be in a position to use alternate types of containers. I mean by that such a situation as took place in the fertilizer industry this winter, in which there was a demand for a large amount of bags, almost half the quantity which the feed manufacturers require. We worked with the fertilizer people and got them to convert their use of bags over to a multiwall paper bag and the situation went through quite satisfactorily for this winter's pack.

In your feed requirements, if burlap is soon going to be unavailable, I think that you should work along the lines of being able to use either cotton bags of varying constructions. That is, if you have been accustomed to using an Osna-burg bag you will have to use a cotton sheeting bag, and if those are not available at the moment possibly you should work out some plan so that you can handle the paper bags.

THE FUTURE.—I know that industry wants to know what the future is on its require-

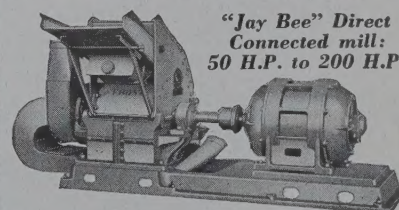
IT PAYS TO HANDLE WAYNE



A complete line of Feeds, Supplements, Concentrates, Super Soy and Soy Products.

ALLIED MILLS, INC.

Executive Offices
Board of Trade Bldg. Chicago
Plants at Peoria, Ft. Wayne, Omaha, Portsmouth, Va., Buffalo, E. St. Louis, Memphis



"Jay Bee" Direct Connected mill:
50 H.P. to 200 H.P.

"JAY BEE"

World's Standard Grinder for Capacity, Economy, Durability

WHEN big grinding jobs are to be done, alert millers depend upon the Bossert made "JAY BEE" all steel hammer mill. "JAY BEE" grinds more feed per H. P. used. Costs less to operate and maintain. Sizes and styles from 12 H. P. to 200 H. P. portable mills, batch mixers, molasses mixers, corn crackers. Genuine "JAY BEE" screens and hammers.

Write for details, prices, terms, etc.

J. B. SEDBERRY, Inc.

Dept. 76, Franklin, Tenn. — Utica, N. Y.



Corn Gluten Feed, Corn Oil Cake Meal,
Brewers' Dried Grains Malt Sprouts
ANHEUSER-BUSH ST. LOUIS

ments. That is a thing that disturbs us more than anything else because we know that we are unable to make any promises as to what you are going to have in the way of containers. With the rapidly changing conditions, it makes it impossible to make the forecast of what actually is going to be made available to you, but I can say that it is a fundamental principle that if a commodity is going to be produced it must have a package, and that is obvious.

In the case of wood packages it is difficult to get wire nails and it is even getting difficult to get lumber. There has been discussed the possibility of tight cooerage. The industry is quite limited in its production in order to take care of what the steel drum industry has taken care of in times gone by.

SURPLUS OF PAPER.—At the present time, certainly, there is a lot of surplus paper and paperboard production, but the unknown factor in all of these materials is what is going to take place as far as transportation is concerned, not transportation of your product going out but the transportation of container material to the container manufacturer and from the container manufacturer to you.

Feed Industry's Position Under Priority

By DR E. O. MALOTT, of office of agricultural war relations, of U.S.D.A., before American Feed Mfrs. Ass'n.

The Office for Agricultural War Relations has a procedure for the consideration of priority applications that is relatively simple. Specialized committees, selected from experts on the subject in the Department of Agriculture, are established. Members of the committees have a knowledge of individual plants, areas, and particular problems of the industry. In unusual cases a special survey may be requested by the committee. When the application is referred to the Office for Agricultural War Relations the committee considers the need for the plant or machine, whether full use is being made of existing plant or machine, whether efficient use will be made of critical materials, whether substitute materials are available, and whether the application shows sufficient relation to the war effort. Committee consideration has a general background of experience with the objectives of the War Production Board. Efficiency in use of existing plant and equipment is fundamental.

A plant working only one shift is expected to work additional shifts before asking for an increase in plant capacity. If an industry has excess overall capacity, an individual member of that industry may not be given priority assistance to expand until the excess capacity is in use.

A request for a machine used only part time is discouraged unless the machine is otherwise vital to production. Plant or equipment requiring critical materials is closely scrutinized to substitute less critical materials. If substitute materials or methods would serve the purpose, even though less efficient, they are recommended. Above all, an application must show definite relation to the war effort.

To make these considerations clearer, specific examples may be given. A plant working one shift of 40 hours should not expect to obtain priorities to build a similar new plant to double its capacity if two shifts in the existing plant would produce the same result.

A pellet machine makes poultry feed in a convenient form but pellet feed is not as essential to the war effort as the metals and labor which would be used to make the pellet machine. A rubber-covered conveyor belt uses critical crude rubber and either stitched canvas or gutta balata surfaced belting may be used instead.

Steel plates, structural steel, and galvanized sheet steel are used in direct military industries and products and are not available. Commodities under freeze orders, such as steel rails and certain sizes and kinds of lumber, are likely to be impossible to obtain until the freeze order is lifted.

TRANSPORTATION SERIOUS.—We don't know what this situation is going to be but we are trying to make an intelligent survey on the transportation requirements of the container industry so that, by collecting the data, we will be able to forewarn the industries making containers and using containers, so that they may put their houses in order and handle the situation as it arises. We are going to start out with a survey of this kind within a very short time. The unfortunate thing about it is that it means another questionnaire. The industry has been flooded with questionnaires and is sick of them. I think in dealing with such a thing as transportation people realize the seriousness of it.

I think that your container requirements are going to be taken care of, but not in the way that you have been accustomed to having them. I mean in type of materials. You are going to have a package to deliver your products in and if you get yourselves in shape so that you can handle the changing conditions, it is going to mean that the problem can be worked out to the best possible advantage due to the present conditions.

PRODUCTION GOALS set by the Department of Agriculture are not in themselves a sufficient explanation of the relation of any application to the war effort. This relationship must be specifically stated. The applicant should state his approximate volume of poultry feed going to farmers whose egg production goes into dried eggs for lend-lease. Or to producers for dried milk and dairy products for government contracts. Storage may be needed to preserve a crop in an area of known shortage and supporting statistics given.

Generalities are of little help, statements should be specific. Merely stating that the applicant needs material or equipment does not justify granting an application. Try to understand the fact that we are involved in a war more vast than anything we ever encountered before and you will be able to judge whether your needs are a vital part of the war needs.

After review by the special committees, the applications are forwarded to the War Production Board with a report of findings. These committees merely recommend and clarify the explanation of the need given in the application. The War Production Board has the sole authority to grant a preference priority rating. In the War Production Board, the applications are sent to each critical material branch. Here they are balanced against other war demands for the same material, as well as being checked against the available stock of material. Moreover, the War Production Board also reviews the application in its relation to the war effort. After all these considerations, if the application is approved a relative preference rating is granted by the War Production Board and the priority certificate issued.

THE USE OF THE PRIORITY RATING varies. An applicant may endorse the serial number of the priority rating on his purchase order. A manufacturer who receives this purchase order may find the priority rating given on the purchase order expires with his sale of the material to the original applicant. In some instances, the manufacturer may take the priority rating given him by the applicant and extend this rating to the manufacturer's supplier of raw materials. In this case the manufacturer is able to replenish his inventory.

Priority applications may be placed into three general classes. The first of these, the Project Application, is familiar to most of you. The procedure for making the application has been altered from time to time and at the present is filed on form PD-200. The Project Application, of course, covers additions to plants,

Railroad Claim Books

(Duplicating) require little of your time for filing, and contain spaces for all the necessary information in the order which assure prompt attention by the claim agent. They increase and hasten your returns by helping you to prove your claims.

- A—Loss in Weight in Transit
- B—Loss in Market Value Due to Delay in Transit.
- C—Loss in Quality Due to Delay in Transit.
- D—Loss in Market Value Due to Delay in Furnishing Cars.
- E—Overcharge in Freight or Weight.

These claim blanks are printed on bond paper, well bound in book form, each book containing 100 originals and 100 duplicates, a two-page index, instructions and summary showing claims unpaid, and four sheets of carbon.

The five forms are assembled in three separate books, each of 200 leaves, weight 3 lbs. Price of each book \$2.25, plus postage.

- 411-A contains 100 sets all Form A.
- 411-E contains 100 sets all Form E.
- 411-5 contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E.

Grain & Feed Journals

Consolidated

327 South La Salle St. Chicago, Ill.

Shipping Notices

(Form 3—Duplicating)

It is to shipper's advantage to advise receiver, broker or buyer promptly of any shipment of grain loaded for his account and of real help to consignee in handling shipments efficiently and without demurrage. Shipping notices Form 3 contain spaces for

"Date B/L, Initials, Car Number, Seal Numbers, Kind and Grade, Station From, Weight, Bushels. Billed shipper's order notify; draft for \$.....; made through bank of to apply on sale of bushels made"

Fifty white bond originals, machine perforated, easily removed without tearing, and 50 manila duplicates. Heavy pressboard, hinged top cover, with two sheets of carbon. Size, 5½x8½ inches. Weight, 8 ozs. Order Form 3 SN. Single copy, 80c; three copies, \$2.20, plus postage.

For Sale by

Grain & Feed Journals

CONSOLIDATED

327 S. La Salle St. Chicago, Ill.

new plants, and extensive alterations. Under a recent announcement by the War Production Board, new plants which will not be completed by July 1, 1943, are to be discouraged. This policy applies to war plants as well as to civilian supply plants and to plants under construction as well as to proposed plants. Consequently, increased production will in most cases have to be secured by increased efficiency in the use of existing plants. Materials for the maintenance, repair, and replacement of these existing essential plants will probably receive preferred priority considerations.

The second class of application uses the PD-1 form and covers individual items which may be required for capital expansion or for maintenance, repair, or replacement. In the earlier days the PD-1 form was used in connection with projects, but today the PD-1A form cannot be so used. The PD-1A application for individual maintenance, repair, or replacement items has been used when industry ratings and other means of obtaining the items did not produce results.

The third class of application is that of industry rating. The industry ratings were assigned originally for both raw material and for replacement, maintenance, and repair requirements. However, the raw material requirement is now handled under a new method known as the Production Requirements Plan, using PD-25 forms. This plan will be discussed more fully in a moment.

MAINTENANCE AND REPAIR—Industry ratings for maintenance, repair, and replacement were established under Preference Order No. 100. In this order a blanket rating of A-10 was granted to most industries. Some industries of a more essential nature were later granted higher ratings. To use these ratings, the member of the industry merely endorsed a reference to the P-100 order on his orderblank. The time required to process routine maintenance, repair, and replacement orders has led to the establishment of an emergency section in the War Production Board. When there is any danger of imminent breakdown or plant production interruption, a direct request by telephone or telegraph can be made to the emergency office to secure the immediate release of whatever item is required to assure continued plant operation. Investigation of the validity of the request is made afterwards and misuse of the emergency privilege is discouraged.

It is imperative that replacement, maintenance, and repair parts be available to the feed manufacturer when he needs them. This can be assured only if the parts manufacturer has a sufficient quantity of raw materials—currently to manufacture items currently demanded by the feed manufacturer. In order that current parts requirements may be anticipated by parts manufacturers under the Production Requirements Plan, feed manufacturers should prepare statements of their quarterly needs during the past several years. If maintenance, repair and replacement requirements were related to volume of production, a fair estimate of future requirements could be made.

ELECTRIC POWER—Feed manufacturers in other sections of the country cannot ignore the electric power supply because defense industries are making heavy demands upon available supply. Areas like Chicago and St. Louis may eventually be placed under restriction.

In summing up wartime regulatory restrictions, I think that feed manufacturers have been fortunate. Most of their maintenance, repair and replacements requirements have been met and their transportation limitations have not been great. Moreover, their business has been encouraged to continue and even to increase while other businesses are being converted to more direct war effort or even to be closed down for the duration of the war. Truly feed manufacturers have much for which to be thankful.

Pennsylvania Feed Men Re-elect Officers

The Pennsylvania Millers & Feed Dealers Ass'n meeting June 23 at Harrisburg, re-elected the officers, as follows: H. A. Menchey, Lancaster, pres.; S. H. Rodgers, Washington, D. C., first vice pres.; S. P. F. Kline, Boonsboro, Md., second vice pres.; E. J. Eshelman, Lancaster, treas.

Directors re-elected were A. R. Selby, Germantown, Md.; R. M. Hartzel, Chalfont, Pa.; J. E. Lentz, Laury's Station, Pa.; R. C. Miner, Wilkes-Barre, Pa.; Warren K. Harlacher, Highspire, Pa.; L. H. Vermilya, Muncy, Pa.; Lang Dayton, Towanda, Pa.; Miles Wentzel, Newport, Pa. The newly elected director is H. F. Schell, Lancaster, Pa.

Leading speakers were Dr. L. C. Norris of Cornell University, and H. M. Soars of Muncy, Pa., the latter explaining the development of priorities and how to make application for new equipment and for maintenance. He predicted more restriction on materials for mills. He urged a nation-wide advertising campaign for the feed industry, as the lawmakers are not aware of its importance.

Dr. NORRIS said about 1,600,000 tons additional feed will be required to meet the increased output of meat, milk and eggs required by the government. The most serious situation is the shortage in animal by-products.

Dr. Norris said the amount of dried skim milk available for the feed industry has also been decreased by diversion to human requirements, and only about one-third of the normal supply is now available for feeds. Dried whey, however, is successfully being used in its place, as are by-products of alcohol products.

Getting Loads Both Ways

While Kansas elevator operators interviewed failed to see trucks bringing in the A.A.A. steel bins, being loaded with wheat for return to the corn belt, Iowa elevator operators declared such wheat was brought back.

The Farmers Elevator Co., at Bondurant, Ia., for example, reports return of 2,000 bus. of wheat by such trucks. Forty-nine of the 2800 bus. size bins were shipped west by truck from Bondurant to provide 137,200 bus of storage for wheat, leaving 29 bins at Bondurant. Into one of these remaining bins went the 2,000 bus. of wheat returned; then the wheat was promptly sold by the county A.A.A. com'ite for feed.

J. E. Hale at Collins, Ia., similarly reports return of wheat to Iowa bins remaining empty by the trucks that carried dismantled tanks west. He also announces sale of the wheat for feed to satisfy hungry Iowa hogs and cattle.

Many Iowa grain elevator operators have been approached by county A.A.A. com'itemen seeking storage room for western wheat. Some have made bins in their elevators available for this purpose; but others have held to the conviction that all of the space they now have available will be in heavy demand for storing corn and soybeans this fall.

Sec'y Wickard in a radio address said "the real result of tying up the stocks in the ever-normal granary would be to hamper the government in using its own grain to make rubber. It would force dairy and livestock and poultry farmers to either cut down their production or increase their prices. The choice would be between falling short in war production or heading toward inflation."

"Under our present administration, America faces a new world order. The bureaucrats in Washington insist on lowering the American standard of living. We must face the facts and lay plans on how best to meet the issue. No elected official or appointed bureaucrat has the right to abolish that for which millions of Americans are fighting," said Rep. G. W. Landis in the House, June 17.

Grain Shipping Books

Railroad Claim Blanks duplicating, three different books, five forms, 8½x11 in., \$2.25 each book, plus postage.

Shipping Notices duplicating, 50 originals of bond paper, 50 duplicates, press board cover, 5½x8½ inches, weight 8 ozs.; 2 sheets of carbon. Order 3SN. Single copy 75 cts.; three copies \$2.00, plus postage.

Shippers' Certificate of Weight duplicating, 75 originals of bond paper, 75 duplicates. Press board hinged back covers, three sheets of carbon, 4½x9¼ inches, weight 11 ozs. Order 89SWC. Single copy \$1.00; three copies \$2.75, plus postage.

Grain Shipping Ledger for keeping a complete record of 4,000 carloads. Facing pages are given to each firm to whom you ship and account is indexed. Book contains 80 double pages of ledger paper with 16-page index, size 10¼x15¼ inches, well bound with black cloth covers and keratol back and corners. Weight, 4 lbs. Order Form 24. Price, \$3.85, plus postage.

Shippers Record Book is designed to save labor in handling grain shipping accounts and provides for a complete record of each car shipped. Its 80 double pages of ledger paper, size 9¼x12 inches, provide spaces for 2,320 carloads. Wide columns provide for the complete record of all important facts of each shipment. Bound in heavy black cloth with keratol back and corners. Shipping weight, 2½ lbs. Order Form 20. Price \$2.75 plus postage.

Sales, Shipments and Returns. Is designed to save time and prevent errors. The pages are used double; left hand pages are ruled for information regarding "Sales" and "Shipments"; right hand page for "Returns." Column headings provide spaces for complete records of each shipment on one line. Book contains 80 double pages of ledger paper, size 10¼x16 inches, with 8-page index. Spaces for recording 2,320 carloads. Bound in heavy gray canvas with keratol corners. Weight, 3¾ lbs. Order Form 14AA. Price \$3.45, plus postage.

Record of Cars Shipped facilitates keeping a complete record of cars of grain shipped from any station, or to any firm. It has column headings for Date Sold, Date Shipped, Car Number, Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight Bushels, Destination Bushels, Over, Short, Price, Amount Freight, Other Charges, Remarks. Book contains 80 double pages of ledger paper, size 9¼x12 inches, with spaces for recording 2,320 carloads. Well bound in heavy black pebble cloth with red keratol back and corners. Shipping weight, 2½ lbs. Order Form 385. Price \$2.75, plus postage.

Grain & Feed Journals

CONSOLIDATED

327 South La Salle St., Chicago, Ill.

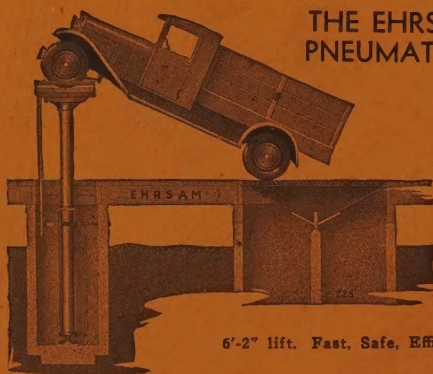
EHR SAM TRUCK LIFTS

THE EHR SAM
IMPROVED OVER-
HEAD ELECTRIC
LIFT



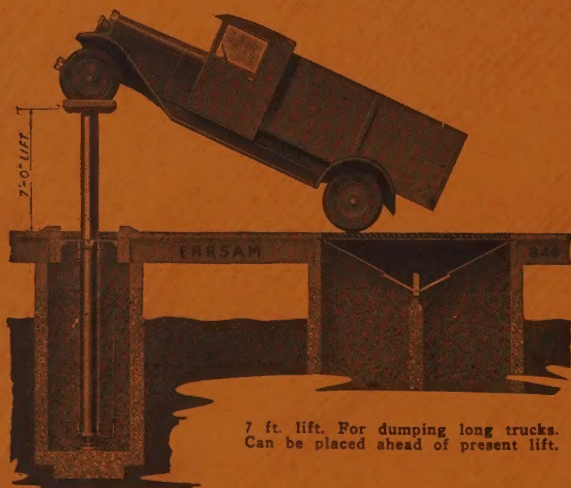
Made in two sizes, with 3-H.P. and 5-H.P. motors. Has from one to two feet more lift than conventional type.

THE EHR SAM STD.
PNEUMATIC LIFT



6'-2" lift. Fast, Safe, Efficient.

THE EHR SAM STYLE B PNEUMATIC LIFT



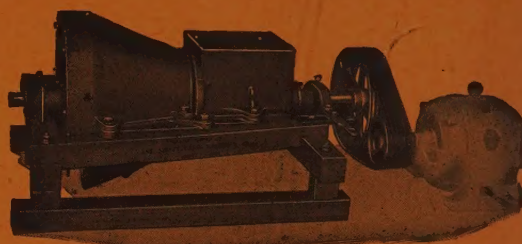
7 ft. lift. For dumping long trucks.
Can be placed ahead of present lift.

Write for new catalogue No. 439

THE J.B.EHR SAM & SONS MFG. CO.
ENTERPRISE, KANSAS

549 W. Washington Blvd., Chicago
Ralph K. Albert, 902 Southland Life Bldg., Dallas

Save with **SIDNEY** CORN SHELLERS



**For Greater
SPEED, ECONOMY, DURABILITY**

Regardless of how large or how small your plant may be, you'll find a dependable Sidney corn sheller made to fit your requirements in the complete line of grain machinery. Sidney corn shellers have all these advantages . . . roller bearings, heavy frame, chilled cast iron teeth, heavy shaft, balanced throughout. Adjustable for all kinds of corn. Write today for details, and ask for your copy of our new catalog—no obligation.

THE *Sidney* GRAIN MACHINERY CO.

"Manufacturers for over 75 years" • Sidney, Ohio

WAR DAMAGE INSURANCE

The Mill Mutuals are affiliated
with the War Damage Corpo-
ration as Fiduciary Agents.

For information call, wire or write your
Mill Mutual Insurance Office

**ASSOCIATION OF MILL AND ELEVATOR
MUTUAL INSURANCE COMPANIES**

400 West Madison Street
Chicago, Illinois